



FUTURE OF OUR TRAILS FORUM



FORUM OUTLINE

1. Snyderville Basin trails overview
2. How did we get here? History of Snyderville Basin's Trail System
3. Common complaints
4. Potential solutions
 - a. Transportation – How do people get to trails while creating less traffic and parking congestion?
 - b. Dispersal – How can users spread throughout the trail system to help reduce crowding?
 - c. Behavior/Etiquette – How can we share trails better and create more positive trail experiences?
5. Public input

SNYDERVILLE BASIN TRAILS

- Over 170 miles of trails, making up half of the interconnected regional system with Park City.
- Mix of paved, soft surface, and natural surface trails.
- Serve multiple user groups (hikers, runners, cyclists, equestrians) and serves as both a recreational and active transportation resource.

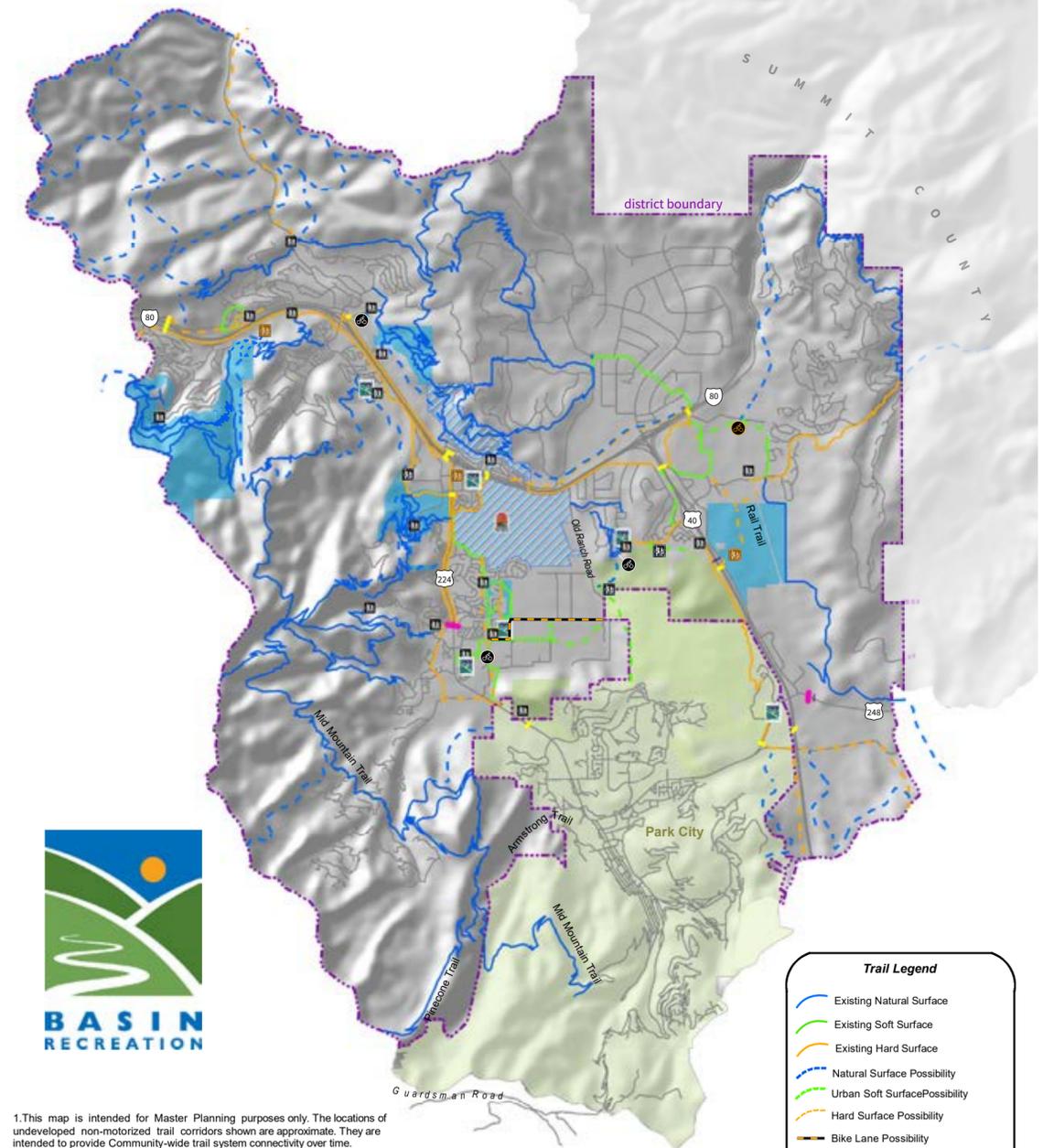


HOW DID WE GET HERE?

- SBSRD formed in 1986 as a special district of Summit County.
- Trail construction and other capital improvements are funded by tax-exempt bonds. Trails well-supported by voters in the 1995, 2001, 2004, 2010, and 2014 bond measures.
- Many trails are on public property, but many are also granted easements on private property.
- The system has grown with and been integrated into neighborhoods creating a tight interface with the community.

SNYDERVILLE BASIN SPECIAL RECREATION DISTRICT

Trails Master Plan: 2020 and Beyond



1. This map is intended for Master Planning purposes only. The locations of undeveloped non-motorized trail corridors shown are approximate. They are intended to provide Community-wide trail system connectivity over time.
 2. Trails shown are a part of the Snyderville Basin General Plan Goals and Objectives and are an allowed use in all Zoning Planned Areas.
 3. Community-wide trail system development will be consistent with the goals and objectives of the Recreation and Trails Master Plan including, but not limited to, providing connections to previously constructed trails and other critical link points such as off-grade crossings of the major thoroughfares (I-80, Highway 40, SR-224 and SR-248) and jurisdictional boundary connections (Park City Municipal Corporation Trail System, Great Western Trail, Rail Trail, Summit, Wasatch, Morgan and Salt Lake Counties).
 4. The width of the trail corridor or trail is not shown on this map. The standard easement width for all trails is twenty feet (20'). The final width of the trail tread will be established during site-specific planning reviews. Trails will be developed in accordance with the Basin Recreation Community-wide Trail System Development Standards.
 5. Potential adverse impacts to the environment and adjacent private property owners shall be minimized as much as possible using trail placement, posting of rules and signage to instruct trail users to stay on the trail.
 6. Trail corridors may vary to avoid natural resource constraints such as wetlands and steep slopes. Final trail corridors will be established with the appropriate property owner and regulatory agencies at the time of trail development or development project approval. Due to wetland and other environmental constraints, the Army Corps of Engineers may require bridges and boardwalks. Bridging and boardwalks shall comply with Corps requirements and the Basin Recreation Community-wide Trail System Development Standards.
 7. Trailheads are considered an important component of Community-wide trail system improvements. Increases in system mileage will require identification of an existing trailhead to serve a particular trail segment, or evaluation of the need to develop a new trailhead.



Trail Legend	
	Existing Natural Surface
	Existing Soft Surface
	Existing Hard Surface
	Natural Surface Possibility
	Urban Soft Surface Possibility
	Hard Surface Possibility
	Bike Lane Possibility
	Proposed Off-Grade Crossing
	Off-Grade Crossing
	Swaner Nature Preserve
	SBRD Open Space
	Round Valley & Quarry Mountain Open Space
	SBSRD Boundary
	Bike Park
	Proposed Bike Park
	Trailheads
	Proposed Trailhead
	Snyderville Rec. District Facilities
	Swaner Nature Preserve

Adopted December 1, 1997
Revised March 2, 2020

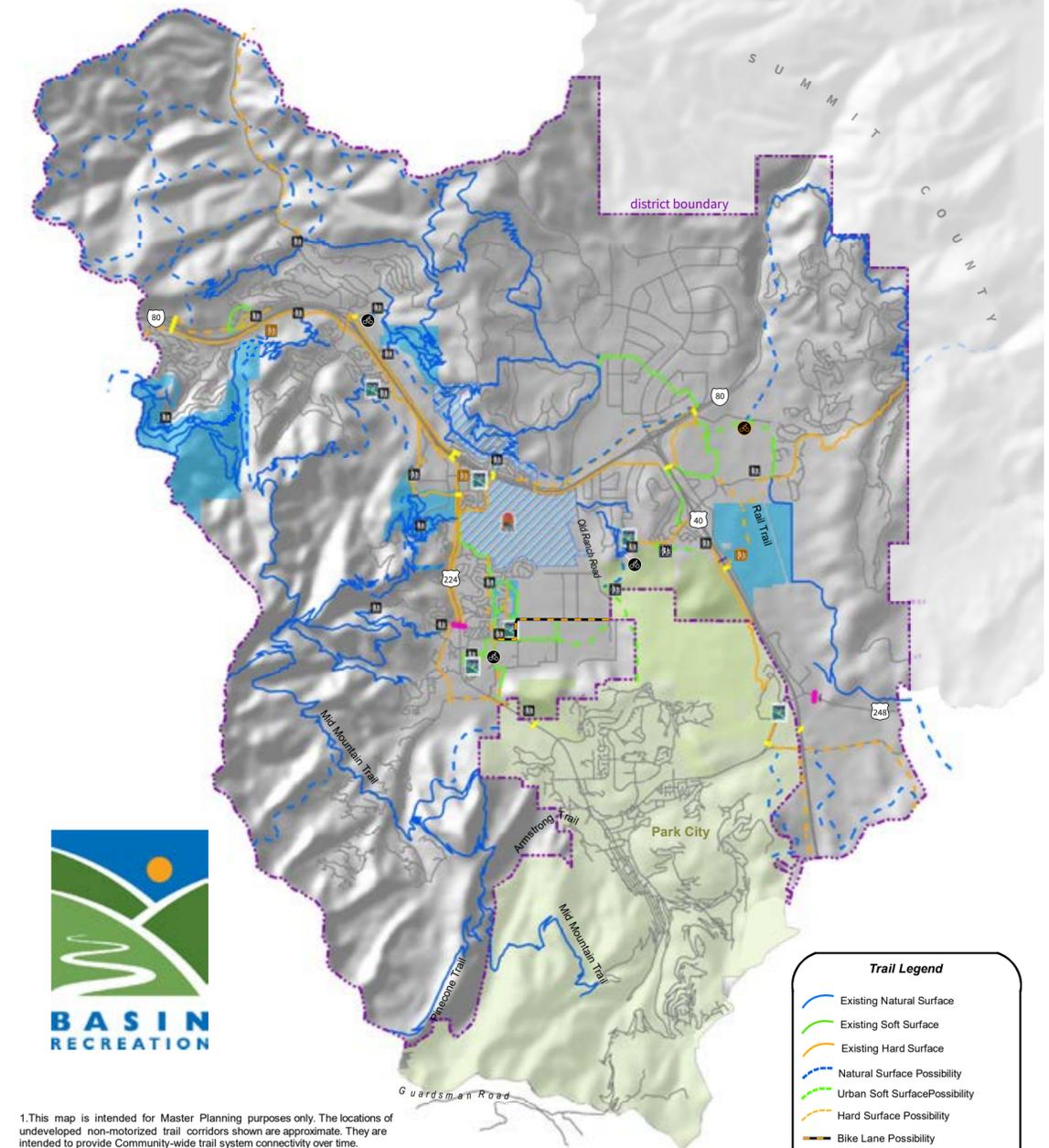
HOW DID WE GET HERE?

- Collaborative management. While Basin Rec manages the trails and some trailheads, other county services including Summit County Sheriff, Animal Control, Engineering, and Public Works share responsibilities for associated resources.



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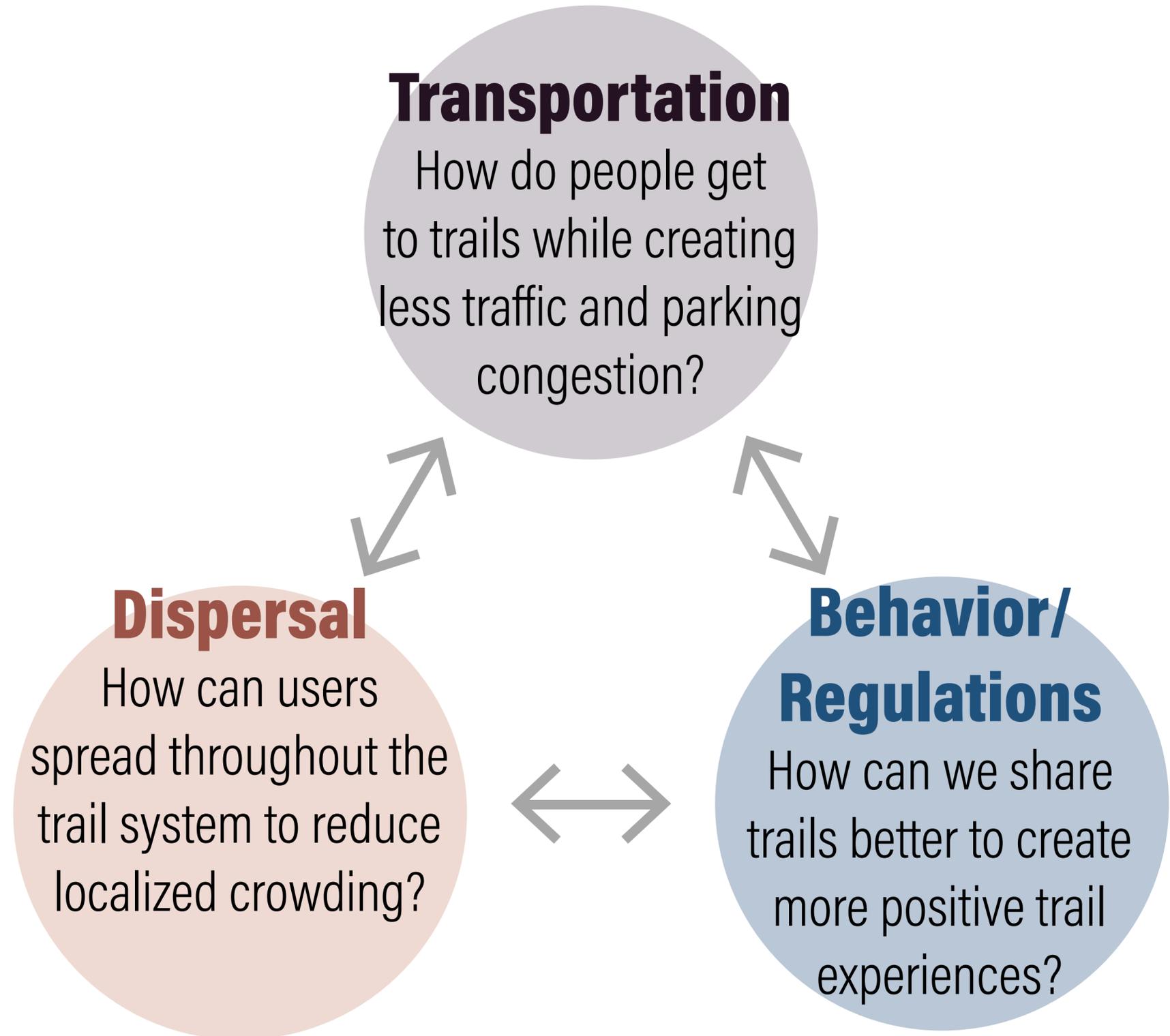
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WHAT WE HAVE HEARD

- "Trailhead parking congestion is inconvenient for neighbors."
- "Trail users can be loud and disruptive at trailheads."
- "Leash regulations are seldom followed and owners do not clean up after their dogs."
- "Sharing trails with other user groups doesn't always feel safe."

MANAGEMENT STRATEGIES

- Changes that can be made to address issues of congestion and etiquette.
- One strategy alone may not do much to mitigate the issues, but collectively could have an impact.
- Most require collaboration between multiple entities.



TRANSPORTATION



Enhanced Transit - increased capacity for hikers and cyclists on current transit system. Adding bike rack capacity, adjusting routes for better trail connections, etc.



Overflow parking - partner with businesses and institutions to create overflow parking in areas with extra capacity near trailheads.



Active Transportation Connections - Better connections to trailheads from neighborhoods and transit centers that encourage cyclists to 'ride to their ride' and pedestrians to 'hike to their hike.'



Recreation Shuttle - a dedicated service that takes people from where they live or park to trailheads.

Enhanced Transit Case Study

SANTA FE BLUE BUS

Public transit bus that is modified in the summer months to carry riders from downtown to trail access opportunities in the Sangre de Cristo Mountains





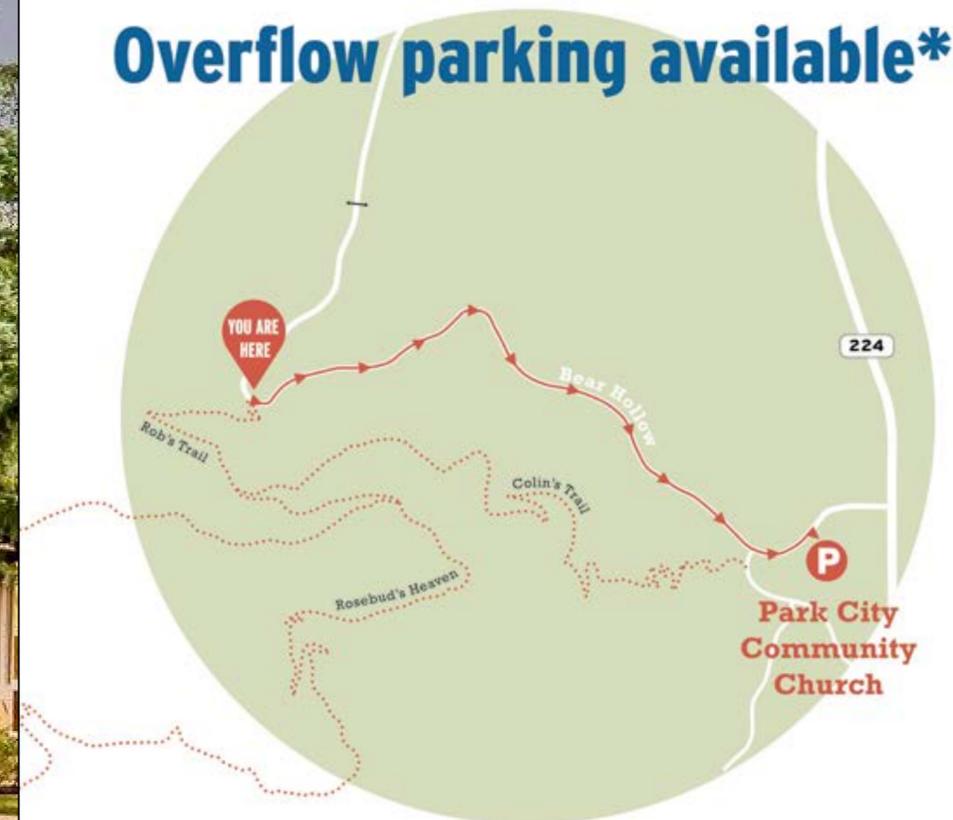
Overflow Parking Case Study

PC COMMUNITY CHURCH

Parking available for trail users every day of the week except Sunday mornings. Strategically sharing parking areas to reduce need for dedicated spaces.

PARKING LOT FULL?

Overflow parking available*



***Except Sundays 8AM to 12PM. Obey posted signs.**



**BASIN
RECREATION**

www.basinrecreation.org | (435) 649-1564

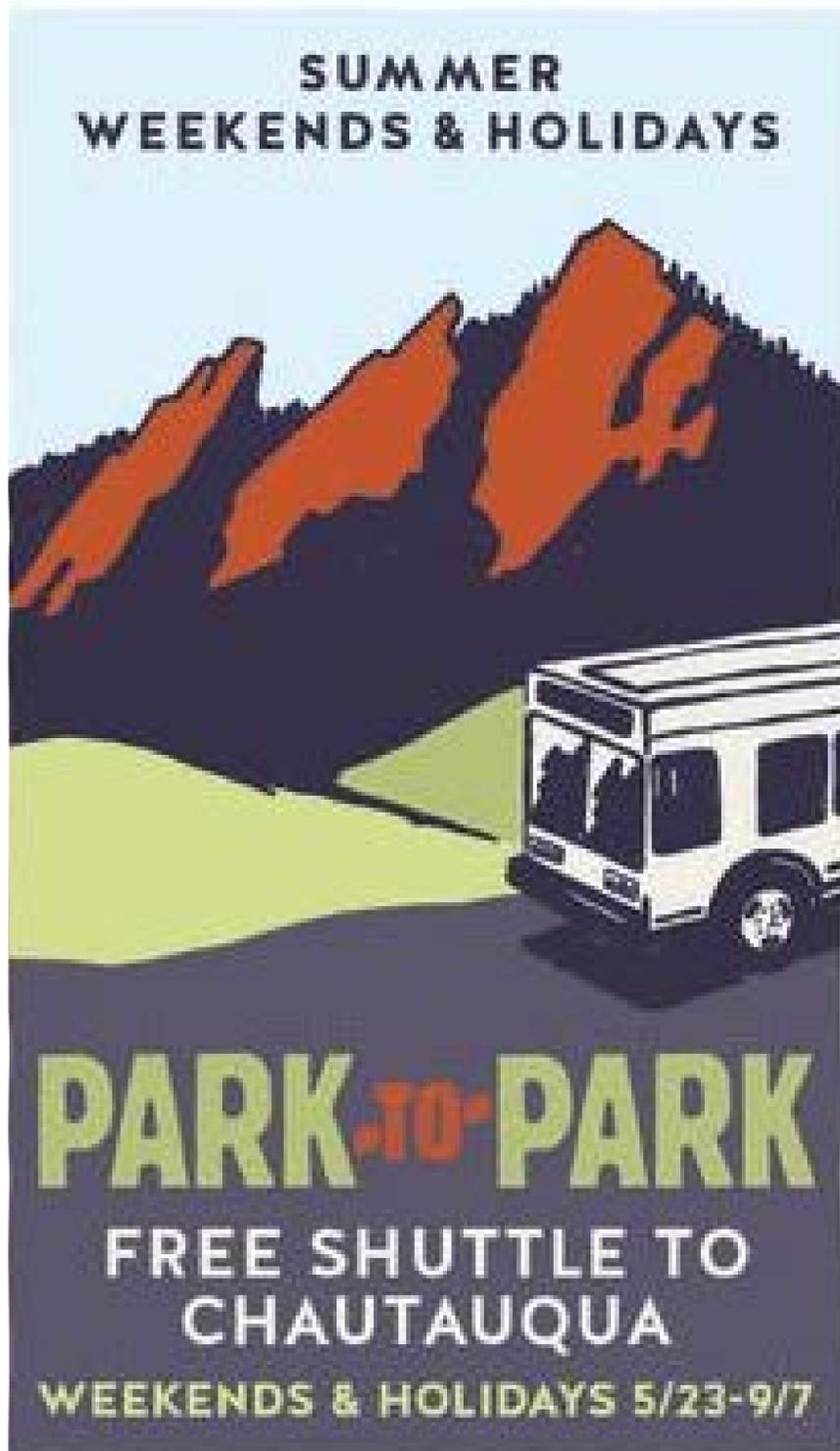
draft overflow signage



Active Transportation Case Study

OPEN SPACE MOUNTAIN PARKS

All 37 of Boulder, Colorado's trailheads, and many of the smaller access points have bike racks.



Recreation Shuttle Case Study

PARK TO PARK

Boulder, Colorado's free shuttle program that takes users from central parking areas to the popular Chautauqua Trailhead.

- For seasonal and weekend operation the budget is over \$200,000.
- Dogs are allowed on the shuttle.



DISPERSAL



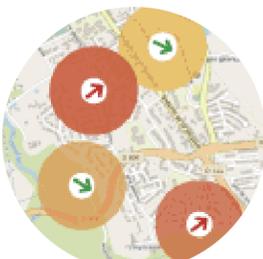
Segregated Use - Limiting use to one user type per trail. Requires more trails to accommodate the same number of users, but trails can be designed with specific uses in mind.



Directional Use - Users travel in only one direction along a trail. Frequently requires also segregating use.



Time Partitioning - User type, direction, or other regulation is modified based on time. i.e. dogs allowed only on odd numbered dates.



User Data - Publicly available information that shows when and where trails get the most use. Allows users to disperse by choosing to avoid congested areas.



image: Travel Portland

Segregated Use Case Study

FOREST PARK

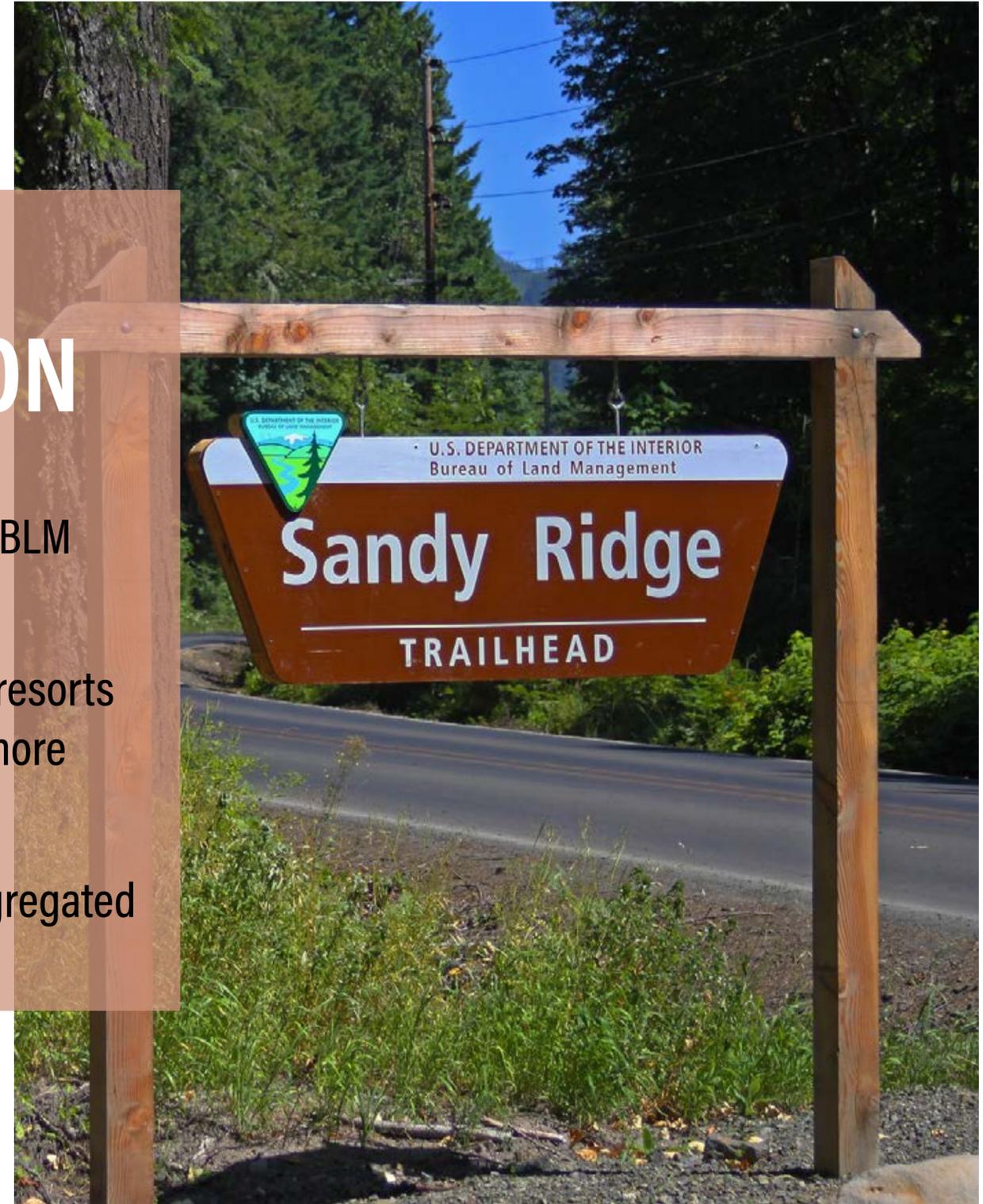
- 80 miles of trail in 5,000 acres of forest accessible from Portland, Oregon's urban core
- Restricted to hiking and running trails with biking on gravel roads.
- Enforcement challenges even with full-time ranger program. Difficult to accomodate all users with limited resources.



Directional Use Case Study

SANDY RIDGE, OREGON

- Purpose built for mountain biking by IMBA on BLM land. Maintained by Northwest Trails Alliance.
- Directional systems most frequently found at resorts and other private trail systems, but becoming more common on public lands.
- Directional use almost always also means segregated use so the challenges are similar.



Time Partitioning Case Study

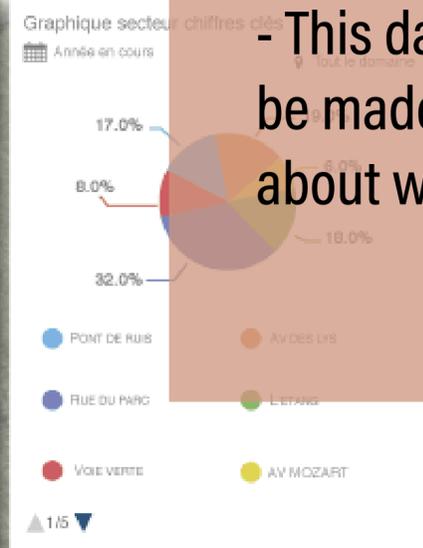
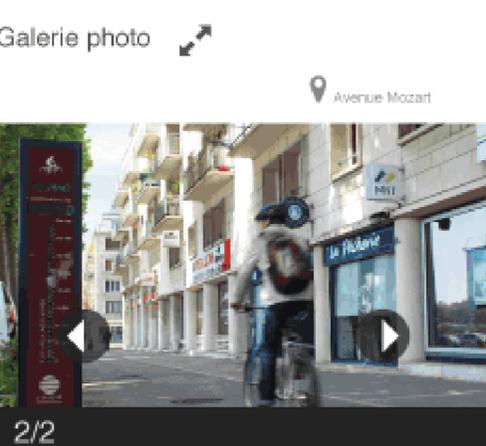
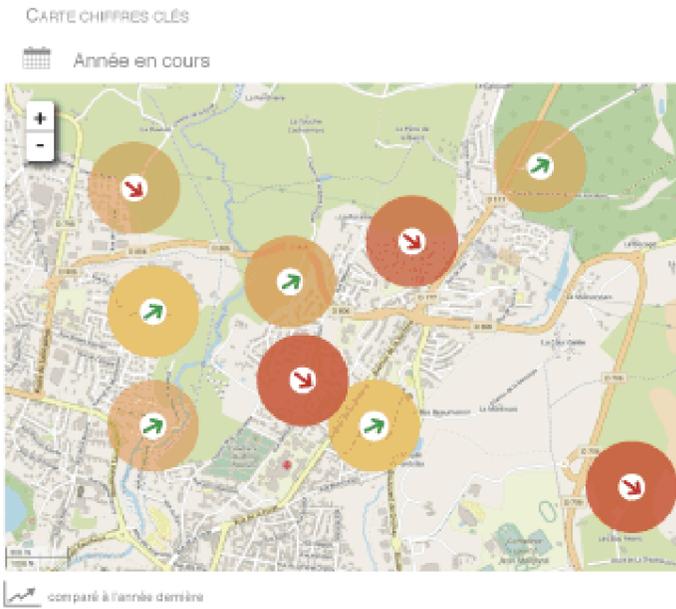
MILLCREEK CANYON

- Dogs allowed off-leash on odd numbered days.
- Bikes restricted on odd days, less so on even numbered days.
- Like other regulation-based strategies, success is dependent on enforcement capacity.



image: trailstoke.com

CHIFFRES CLÉS



User Data Case Study

TRAIL COUNTERS

- Permanent trail counters can continuously collect data giving details on the distribution of trail users.
- This data can inform management actions as well as be made available for users to make informed decisions about when and where to recreate.



image: Eco-Counter

BEHAVIOR/REGULATION



Courtesy Campaign - signs, marketing, and other public outreach to encourage respectful sharing of trails and compliance with regulations.



Trail Ambassadors - Dedicated volunteers that assist users, monitor trail conditions, and promote proper trail etiquette.



Code Enforcement Officer - An official with authority to enforce parking and other county code violations. Can also serve education and outreach goals.



Paid Permit Parking - Trailhead parking is restricted to paying users. Infrastructure and enforcement costs are significant.

Be #1 at
picking up #2.



More pointers at takecaretahoe.org

Take
care.

Courtesy Campaign Case Study

TAKE CARE TAHOE

- Supported by a collective of more than 40 organizations
- Comprehensive messaging campaign about dogs, invasive species, fire and other issues related to outdoor recreation and the environment.

Blaze a trail
of kindness.



These are nice trails. When you see other bikers, hikers, dogs and horses, smile!
takecaretahoe.org #takecaretahoe

Take
care.



Trail Ambassador Case Study

MOUNTAIN TRAILS, BASIN REC, OTHERS

- Many examples of trail ambassador programs. Proven strategy for community engagement. Users can be more receptive to fellow community members.
- Successful programs have full-time staff to coordinate and support from diverse partner organizations.



Enforcement Officer Case Study

FOREST PARK RANGERS

- City of Portland employees that serve to educate and regulate in city parks.
- Unarmed and non-sworn officials who only have authority to enforce city code.





Permit Parking Case Study

RED ROCK PASS

- Parking payment kiosk system at Sedona, AZ trailheads.
- Roughly 3 million annual visitors.
- Integrated into community, but managed and enforced by US Forest Service.



image: hikinggirlwithdog.com