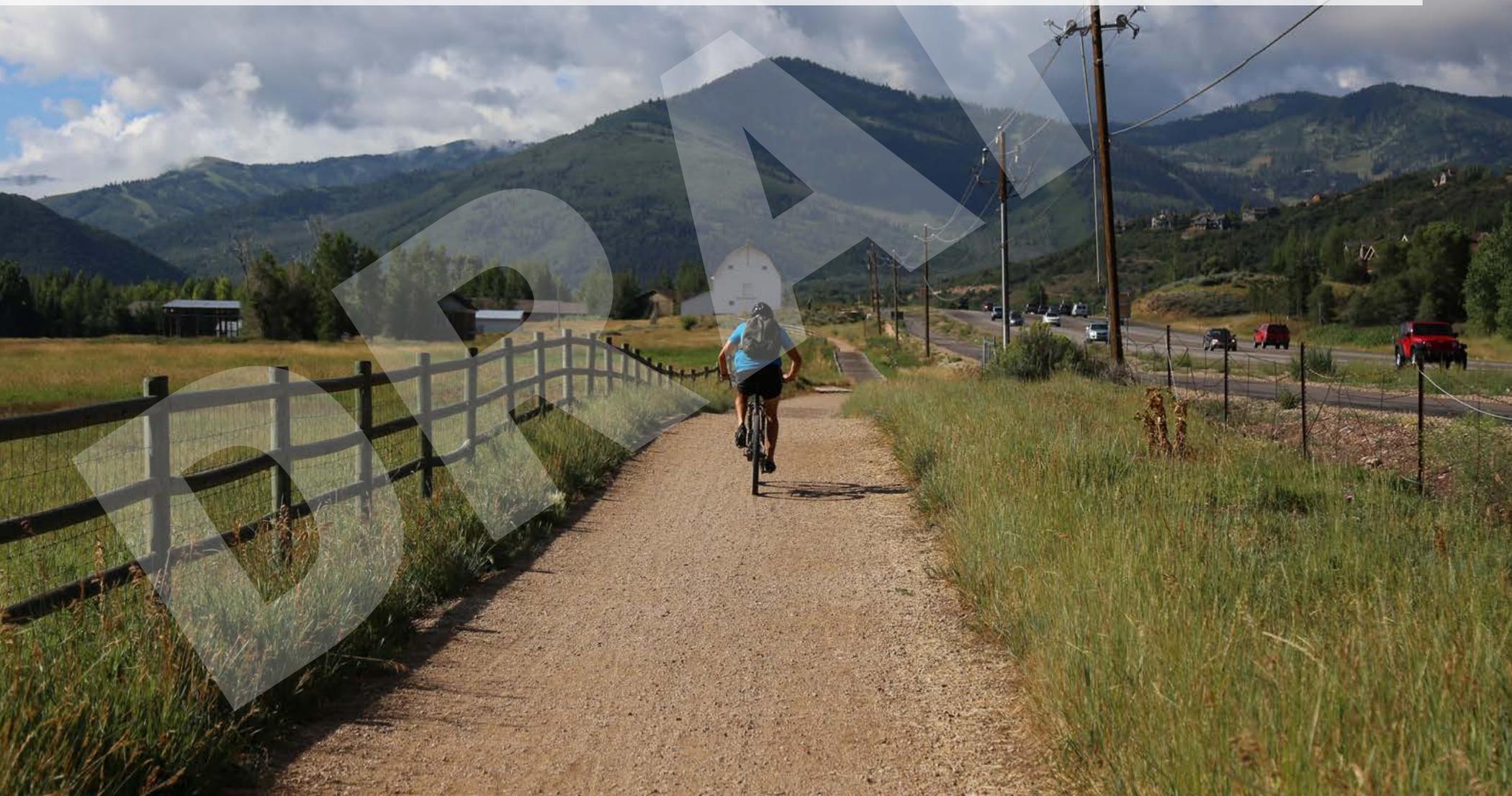


TRAILS AND OPEN SPACE

Short-Term Access Improvement Plan



BASIN
RECREATION





1.0	Introduction	3-13
2.0	Inventory	14-19
3.0	Proposed Improvements	**
4.0	Implementation	**

CONTENTS

DRAFT

This document is intended to guide the improvement of trail experiences in the Snyderville Basin Special Recreation District and balance those services with associated impacts. It is meant to complement the SBSRD Trails Master Plan and the SBSRD Recreational Open Space and Management Plan Guidelines documents to inform the improvement of the existing trail access network within the next year. The access plan will draw from the objectives of these existing documents but will increase detail to create a guide for implementation. The principles identified here will be integrated into a future planning process that will be determined after this short term plan is completed.

Beginning in October 2019, Summit County and Basin Recreation convened a group of partner agencies to address congestion issues at trailheads. The group's objective was to develop approaches to address the congestion challenges with input from the public. In June 2020, Basin Recreation and Summit County hosted a public forum called The Future of Trails to present preliminary strategies developed by this group. Members of the public provided feedback at the forum and following the meeting Basin staff continued the discussion with Summit County Council.

The Council directed Basin Recreation to regulate the congested parking areas and increase enforcement staff capacity, specifically, in the Sun Peak neighborhood to mitigate parking congestion near Rob's Trailhead and in Summit Park where trail parking and emergency egress routes overlap. At the same time, a Multi-Disciplinary Group was convened with the County's planning, transportation, public works, and law enforcement staff among others. This is Basin Recreation's plan to continue trail access improvements that has been vetted by the Multi-Disciplinary Group. It will guide improvements for the next year, while Basin Recreation also works on incorporating long term access improvements into its trails and open space planning process.

The potential solutions on this page were compiled from the initial meetings with partner organizations in preparation for the Future of Trails forum. The public attendees were given a chance to comment in response to the proposed solutions and Basin staff prioritized them for presentation to Summit County Council. The strategies are listed by their short-term priority and annotations are added as a progress update.

A. Transportation – How do people get to trails while creating less traffic and parking congestion?

i. Overflow parking

1. Identifying overflow parking areas and improving the wayfinding and identity signage is part of the Short-Term Access Improvement Plan. Improvement opportunities will be analyzed and prioritized by April 2021.

ii. Enhanced transit

1. 4 meetings with Summit County Transportation and a transportation service contractor to discuss improvements that would better connect users to trailheads. County Transportation has been a contributor to the Multi-Disciplinary Group.

iii. Recreation shuttle

1. This strategy still has high potential for resolving congestion issues in the long-term, but it scored lower for its short-term feasibility. Attention has been focused on enhancing existing transit capability with Summit County Transportation.

iv. Active transportation connections

1. Like the recreation shuttle, this has potential for addressing congestion in the long-term, but high capital costs keep it low on the priority list for short-term fixes. However, providing secure bike parking at trailheads was identified as a quick, low cost enhancement that would allow more users to access trails without their car. Temporary bike racks were installed at two focus areas in Fall 2020 and funds were added to 2021 budget for permanent bike racks at major trailheads. One meeting was held with Summit County Transportation to discuss design guidelines and standards for bike parking. Racks will begin to be installed in Summer 2021.

B. Dispersal – How can users spread throughout the trail system to help reduce crowding?

i. Public user data/demand mapping

- Basin applied for and was awarded a \$75,000 grant to install 14 permanent trail counter devices at the most used trail access points. Installation was completed at 12 of the sites with 2 reserved for the Discovery trailhead still in progress. Data collection started in August 2020 and preliminary data will inform the prioritization in the short-term access plan. A full user demand study is planned for the long-term planning document that will follow.

ii. Time partitioning

1. All of the dispersal strategies are being considered for the short-term access plan. Time-based regulations often go hand in hand with directional or segregated use.

iii. Segregated use

1. A potential trail alignment for a new hiking-only trail has been identified and is in the planning stages for construction in 2021.
2. The new Discovery Trail system, to be opened in 2021 was built with a variety of single-user trails. Adding mileage of hiking-only, biking-only, and multi-use trail to the system with associated parking. This will be the standard practice going forward to increase single user-type trails.

iv. Directional use

1. Our portable trail counter system was used in 2020 to measure demand at high usage points in the Glenwild area. This data will be used to target directional and time partitioning efforts when and where they are most needed in 2021. Other areas will be measured with the permanent trail counters and considered for regulatory change in the access planning process.

C. Education/enforcement – How can we better share trails and create positive user interactions?

i. Courtesy campaign

1. Efforts in this area have been taken on as individual projects by trails staff including a signage project by Dave Paskoski in 2020.
2. The education and enforcement staff person recently hired has taken the lead on several outreach programs that will be implemented in 2021. This includes continued parking education materials, trail etiquette outreach, and a dog etiquette outreach program.

ii. Trail ambassadors

1. An existing Basin program that will get increased attention in 2021 as a complement to the education and enforcement program.

iii. Enforcement officer

1. This was initially scored lower for the increased operational and capital costs, but it was prioritized for immediate implementation following the work session with Summit County Council in July 2020.

2. A seasonal enforcement officer was hired in September 2020 while funding was added to the 2021 budget for a full-time position.

3. A parking management software was purchased to track violations and the services of an Administrative Law Judge were secured to allow a venue for violations to be contested.

4. The full-time, permanent enforcement staff position was hired in January 2021 and additional positions will be added as we assess the effectiveness of the program. The added staff capacity will give all education efforts increased attention.

iv. Paid permit parking

1. Basin has met with multiple parking management services beginning in 2019.

2. The parking enforcement management software that was purchased in conjunction with hiring an enforcement officer can also be used for paid permit parking.

3. Basin has also connected with several companies that provide smart parking sensor networks to track real time parking capacity at trailheads.

Guiding Principles

Guidance

These are the values that should be taken into consideration for planning access to the trails and open space system. These are based on ideas from SBSRD's planning documents (see appendix) and on ideas generated through discussion with the Multi-Disciplinary Group (MDG). They are divided into three categories: Social, Economic, and Environmental. These categories, borrowed from sustainability planning frameworks, allow for a broad consideration of the long-term viability of a system.

SOCIAL

Safe - well designed and regulated to avoid conflict.

- Trails should minimize conflicts and collision through regulations and industry best practices for design.
- Access points should be open, visible, and take Crime Prevention Through Environmental Design (CPTED) into consideration.
- Signs should provide clear and consistent wayfinding.

Equitable - available to a variety of user types

- Access points should be numerous and connected to residential areas.
- Multiple modes of travel should be accommodated to access trailheads. They should be as close as possible to transportation networks while also allowing a quick transition from street to trail.
- The trail system should provide recreational opportunities for a diversity of physical ability and skill levels.
- While not always possible, a diversity of trail recreation opportunity types should be available and well-distributed throughout the system.
- Signage should be clear, concise, and preference visual communication over specific languages.

Enjoyable - a diversity of high quality experiences

- Trails should cater to a variety of recreation types and desired outdoor recreation experiences.
- Acknowledge that there is a variety of ways to find value in outdoor recreation. Fun, excitement, challenge, solitude, escape, and connection to nature are experiences that should be considered.

ECONOMIC

Durable - designed to industry standards for low maintenance

- Trails should be designed from the outset to minimize the need for maintenance. They should be aligned with the contours of the landscape and shaped to shed water readily.
- Design guidelines should be up to date and align with industry standards for trail construction.

Well-supported - funded from diverse and reliable sources

- Support for the construction and maintenance of trails should come from as close as possible to users and those who benefit from them.
- Public/private partnerships should create mutually beneficial relationships and engage organizations that depend on trail tourism.

Viable - supportive of local economy and responsive to community needs

- Understand the needs of the residents that financially support the trails system through taxes and vote for bonds to support trails and open space.
- Analyze and consider the value of recreation tourism to the local economy.

ENVIRONMENTAL

Low impact - limit disturbance to wet, steep, and sensitive wildlife areas

- Trails should be aligned to minimize conflict with ecological values including wildlife, vegetation, soil, and water conservation. Zones that have high conservation value should be avoided in the planning stage.
- Avoid steep slopes that require displacing larger soil volumes and create a higher likelihood of sediment being transported into waterways. Trails in both wet areas and on steep slopes are less stable and require more maintenance.

Purposeful - created with a specific function in mind and laid out to use

- Trails should guide users away from sensitive resources and towards desirable destinations to prevent the creation of demand trails.
- 'Sensitive areas' to avoid can include populations of invasive plants.

Appropriate - responsive to environmental context

- The aesthetic of a trail should match its context and remote backcountry experiences should be preserved where possible.
- The minimal infrastructure that is required to support recreation should be built along trails and

Phasing Strategy

The phases represented on the opposite page show the focus of access improvement efforts over time. They are not necessarily sequential so contain elements that can be implemented concurrently. The order indicates the most likely sequence of strategies.

SPATIAL PATTERNS

The pattern of how public, private, and open spaces interact is important to understanding the roots of the trailhead congestion issue and any potential solutions.



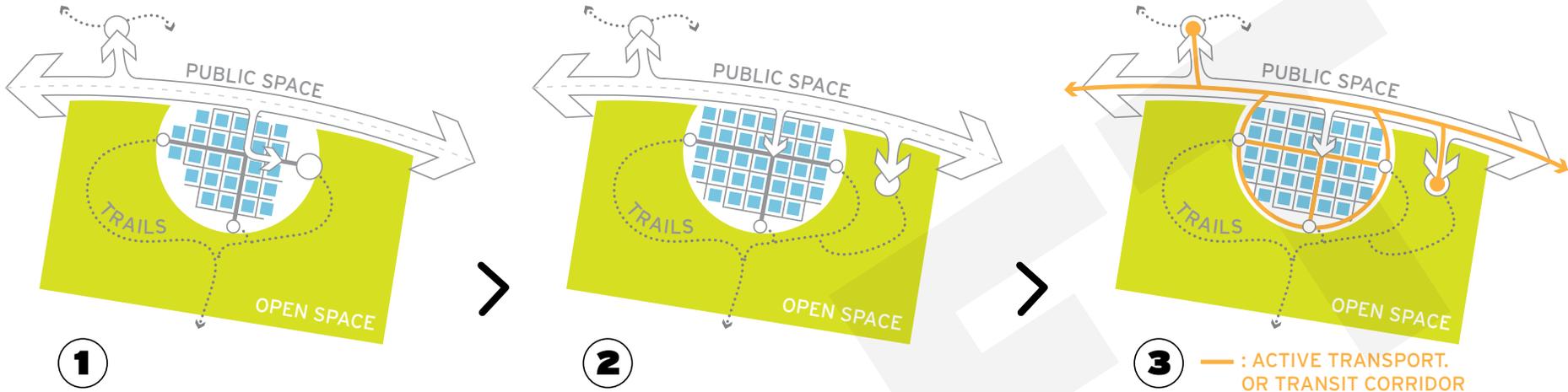
HISTORIC CONDITION -

Public space, as represented here, is made up of the transportation network, commercial zones, institutions like schools, and trailheads. Private space is the residential properties in neighborhoods. In the beginning of trail development, access was integrated into neighborhoods before they had filled out and there was lower population/less demand driving traffic through them.

EXISTING CONDITION -

The interface between public and private space becomes tighter as neighborhoods fill in. The trail network has expanded to keep up with demand and has also become a tourism resource. The public space at trailheads is used by the entire community and creates congestion around access points.

Strategy Phases



1

ADJUST -

The first step includes adjusting parking availability to match the trails and social capacity of the area. This could mean increasing or reducing parking areas depending on a variety of conditions. Ideally, overall capacity is not reduced, but moved throughout the system to trailheads that are able to handle more use. Extensive effort must be made to educate and enforce around the changing arrangement.

2

GROW WITH PURPOSE -

As population and trail popularity continue to increase, alternative access points are established that are less impactful to neighborhoods. Additional trails are constructed to connect into the existing network. Public involvement, partner work, and capital cost make this a more intensive phase to plan for. It should be tied closely with comprehensive Master Planning efforts.

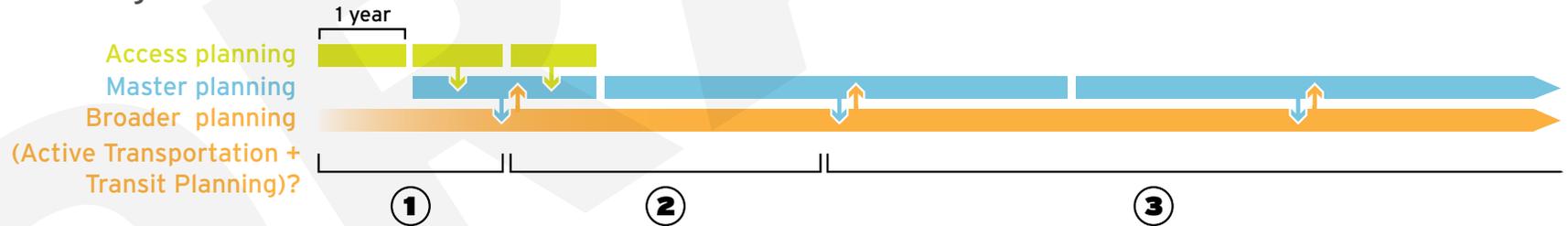
3

TRANSITION -

Provide meaningful alternatives to personal vehicle access to trails. In this stage active transportation and microtransit will provide connections from easily accessible parking areas that are also aligned with commercial zones. This phase will be broader in scope than previous phases and very dependent on partner collaboration.

— : ACTIVE TRANSPORT OR TRANSIT CORRIDOR

Planning Timeline



1

ADJUST -

2021 to 2023: Evaluate access plan annually with partner groups. One year implementation scope while continuously evaluating strategies. Update Master Plan by integrating trails and open space into Demand Study and Community Survey.

2

GROW WITH PURPOSE -

2022 to 2026: Expand access points and trail opportunities informed by Master Plan. Integrate lessons learned from access planning process. Continuously Update Master Plan every 5 years including a Demand Study and Community Survey.

3

TRANSITION -

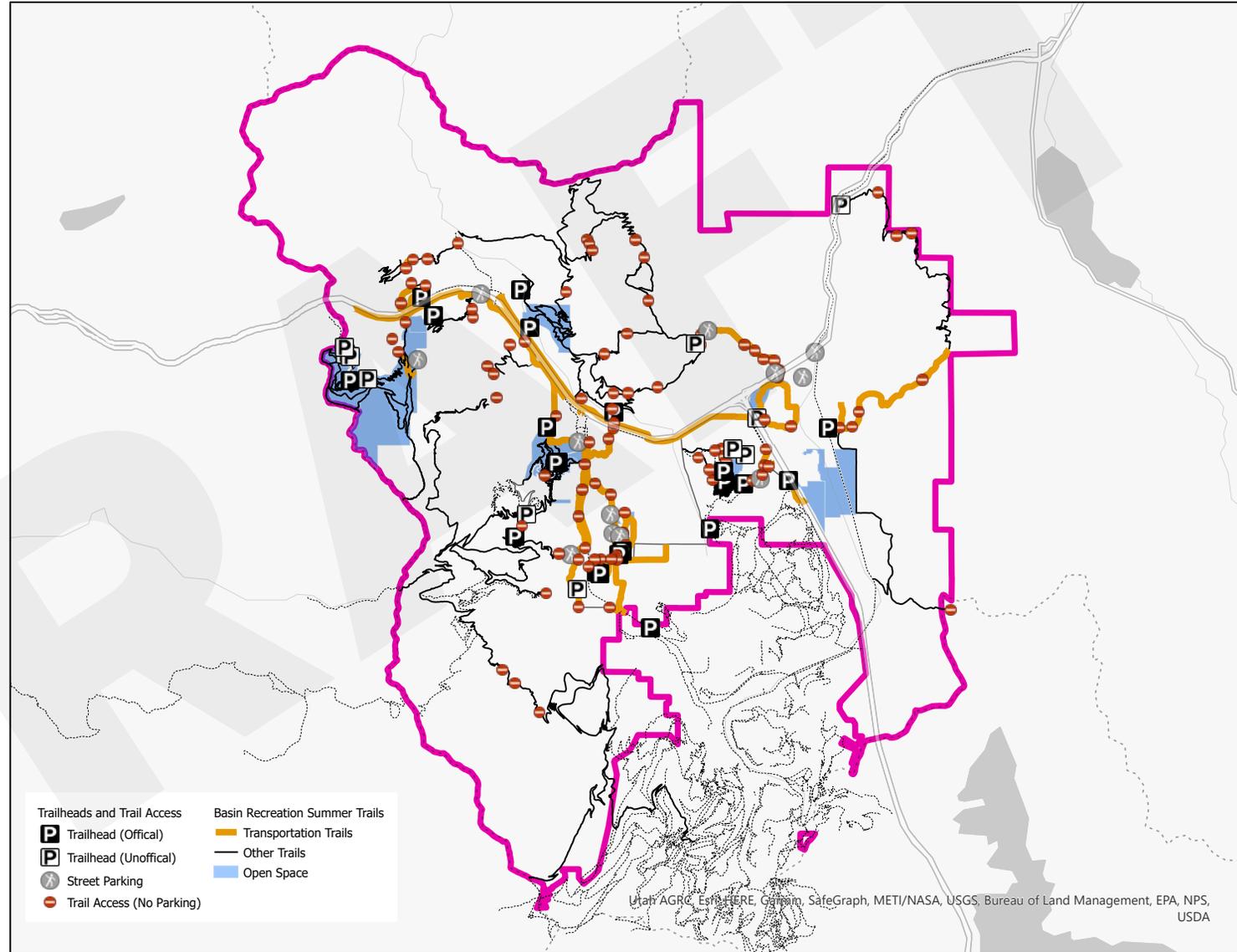
2027 and beyond: Integrate trails and open space considerations into broader community plans and vice versa. Focus on accommodating access beyond personal vehicles and encouraging active transportation.



Analysis Maps

TRANSPORTATION TRAILS + ACCESS

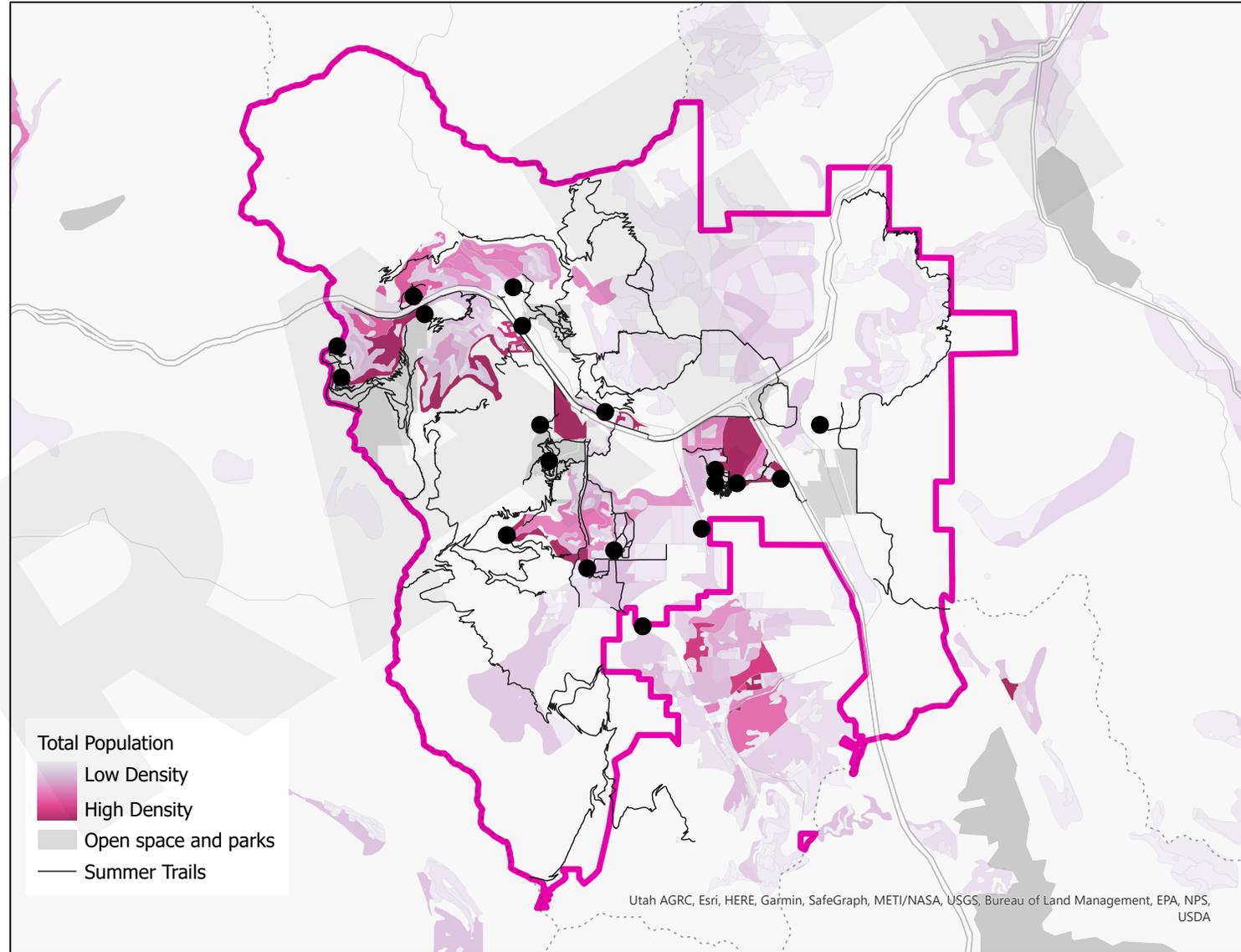
Access planning is negotiating the relationship between the transportation network and the system of trails and open space in the Snyderville Basin. There are a variety of access points ranging from where trails cross roads to dedicated parking lots with permanent facilities. Many are tucked into neighborhoods where parking is limited and the public/private interface is tight.



Analysis Maps

POPULATION

This map shows the interface between access points and the most dense population zones in the district. Areas where trail access and high population density overlap are often the areas of frequent trailhead congestion.

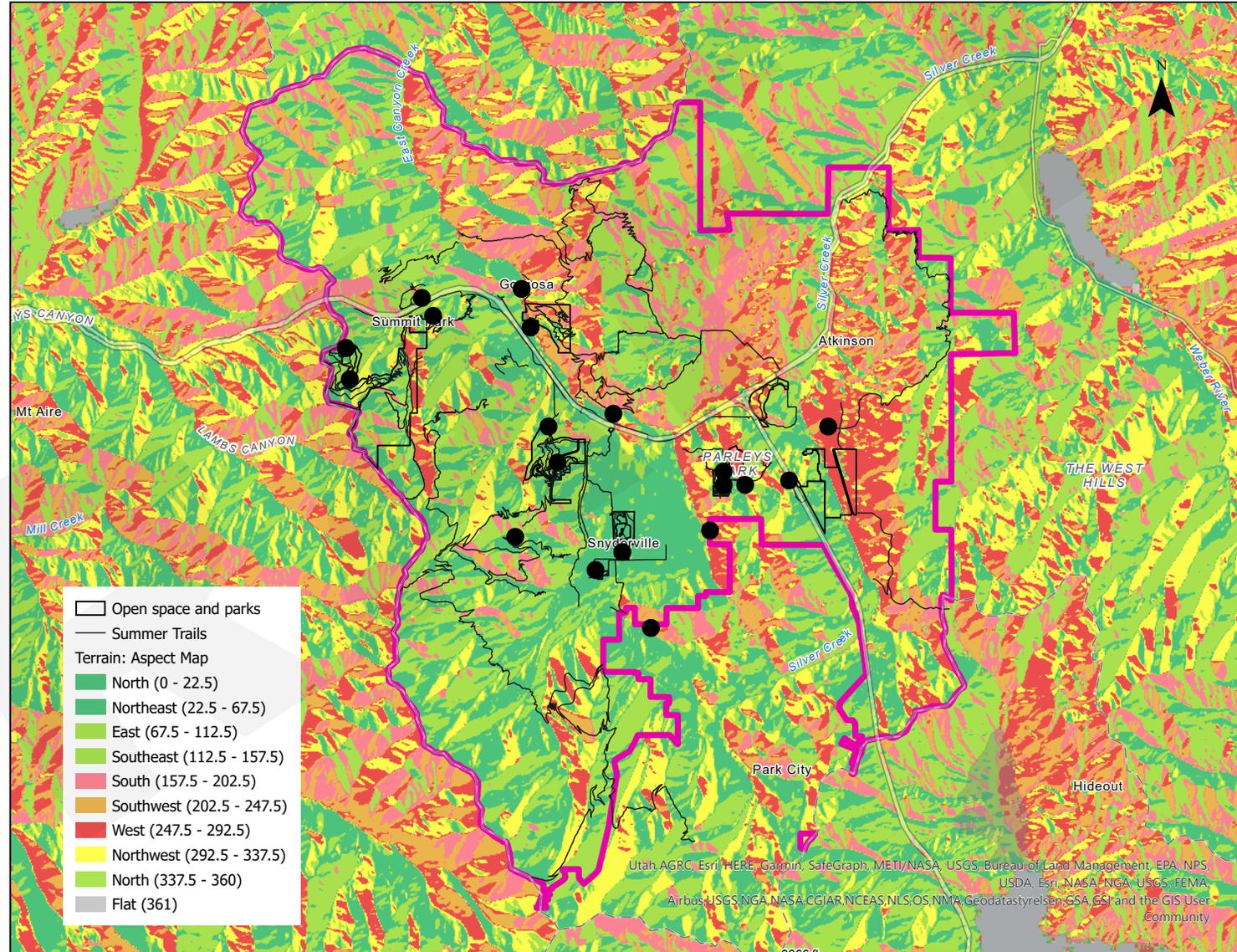


Analysis Maps

ASPECT

Southern and western facing slopes, represented here in warmer toned colors, have more intense sun exposure. This results in trails that dry out more quickly in the Spring and stay open longer into the Fall.

Access points north of I-80 more commonly have southern exposure, as seen on this map. That unique condition drives users there in the shoulder seasons for dry trails. Eastern areas of the district also have south-western exposure, but fewer trails and fewer access points.



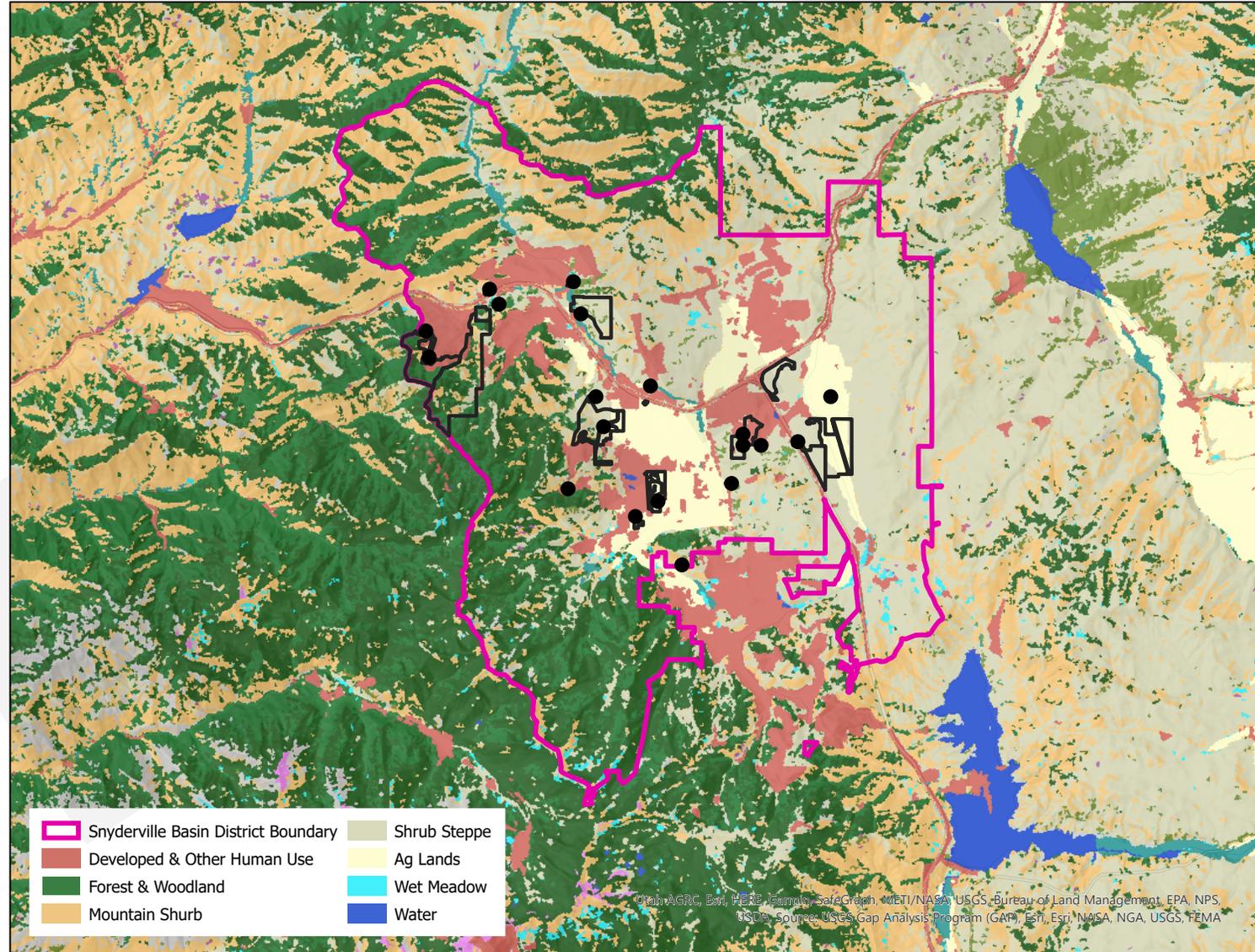


Analysis Maps

LAND COVER

Land cover shows the diversity of terrain in the Basin and different potential trail experiences. The western portion of District is composed of forested and woodland vegetation types and the eastern portion is lower-lying shrub eco-types.

The frequently congested access points often coincide with places where developed land cover intersects with forested land cover.

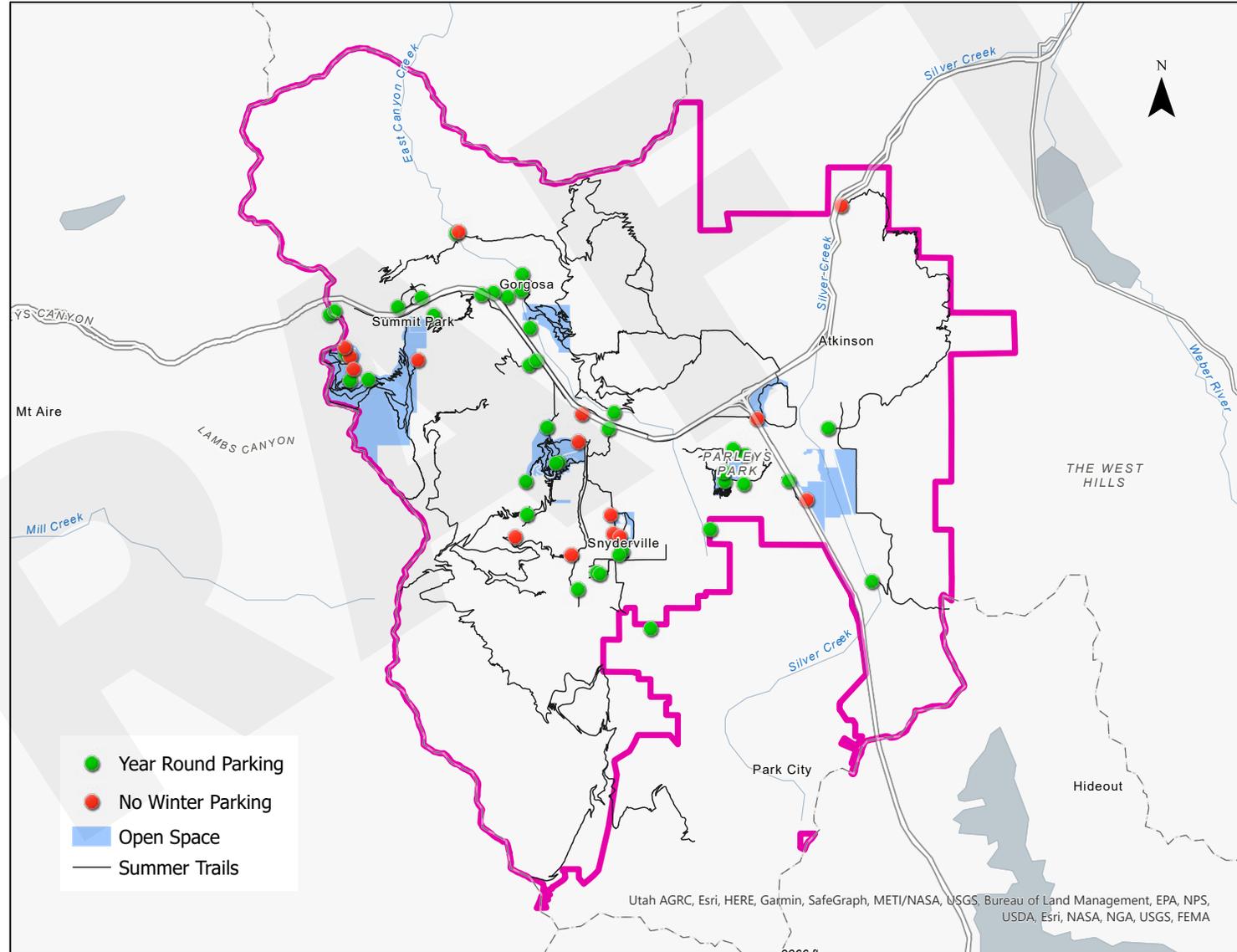




Analysis Maps

SUMMER VS WINTER ACCESS

Recreation is available in both summer and winter from many access points in the District. This map shows trailheads that are available year-round or only in the dry months. An access point may be unavailable in the winter because it is a roadside parking area and regulated by Summit County not to conflict with winter road maintenance, or an area where Basin Recreation is unable to clear snow in the winter.



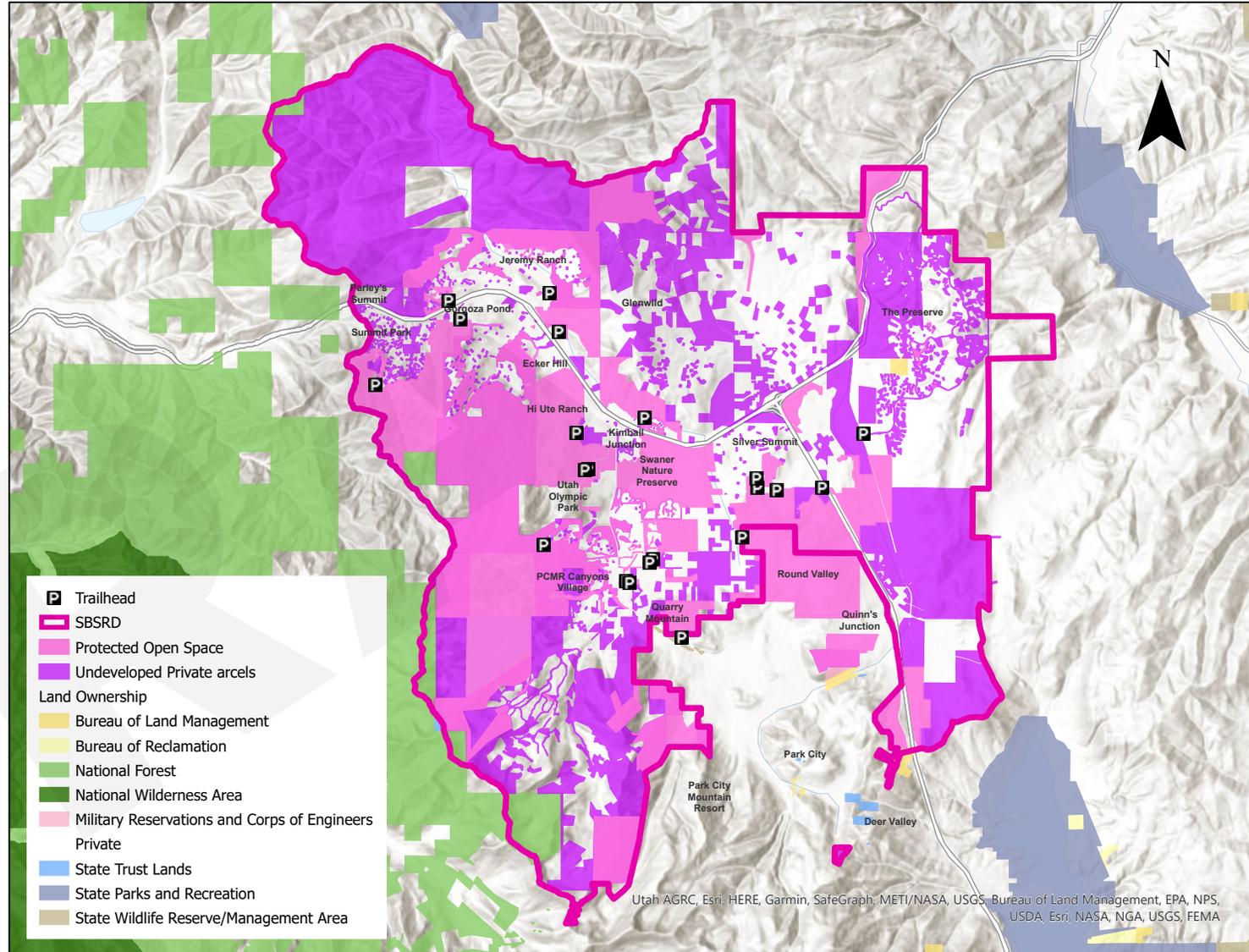
2.0

Analysis Maps

OWNERSHIP AND UNDEVELOPED LAND

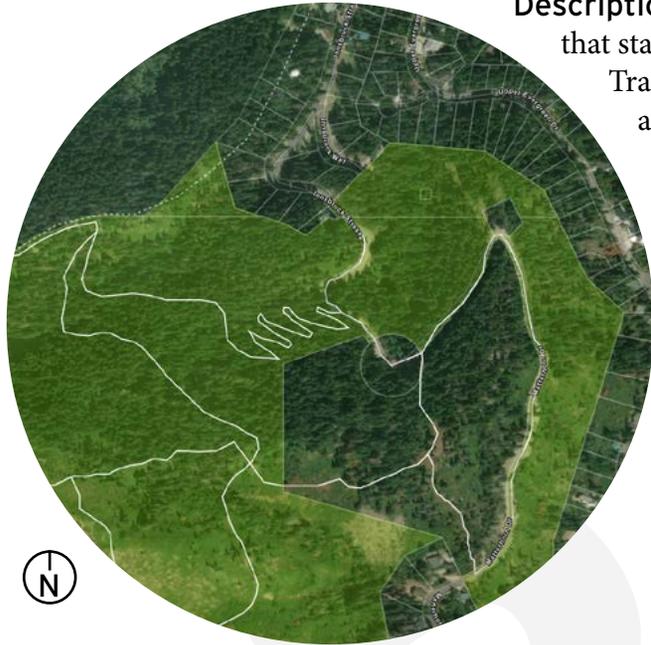


A large portion of land within the district is protected as open space or somehow restricted from development. The purple areas represent parcels that are privately owned and remain undeveloped.



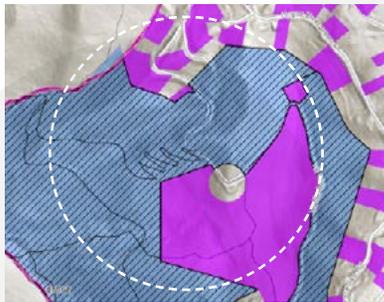
SHORT STACK TRAILHEAD

existing conditions



Description: An access point for the Summit Park trail system that starts trail users at a high elevation surrounded by trees. Trailhead facilities are limited and available parking is alongside the gravel access road which also serves as an emergency egress route for the neighborhood.

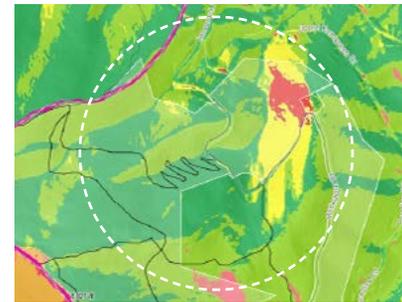
transit proximity	1.4 miles to bus stop
freeway proximity	1.5 miles to I-80 (5 min drive)
parking stalls	0 marked, 1300' of roadside
roadside parking	Yes, downhill side regulated
bike parking	none
homes within 1000'	5
restroom	none
elevation	7380'
trail types available	Multi-Use, Hiking Only



Slightly separated from the adjacent neighborhood, this parking area is surrounded by District property.



A variety of short loop options are available from this access point, especially for hikers and runners. There is a high proportion of foot traffic-only trails in Summit Park.

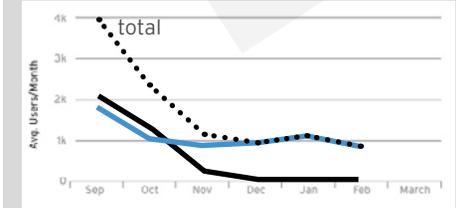


This is a high elevation access point with northern aspect that stays cool in the summer and snowy in the winter.

USAGE PATTERNS

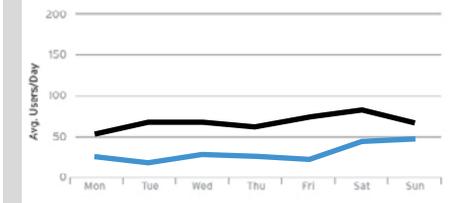
While long-term data collection is ongoing, permanent trail counters have given a snapshot of usage at many of Basin's backcountry trail access points since September 2020.

Monthly - peds vs cyclists



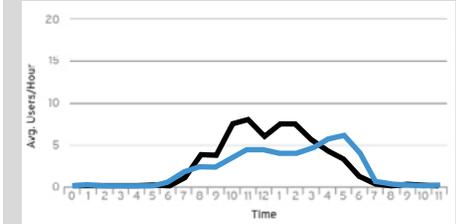
A balance of pedestrian and cyclist traffic in the Fall with less use this winter.

Daily - Winter vs Fall



Decreased winter usage overall where cycling made up about half of the user traffic in Fall and parking is limited by snow.

Hourly - weekdays vs weekends

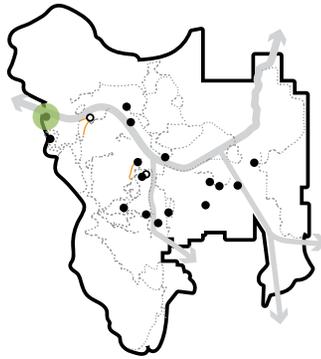


Almost as busy on a weekday evening as peak weekend times.

SHORT STACK TRAILHEAD

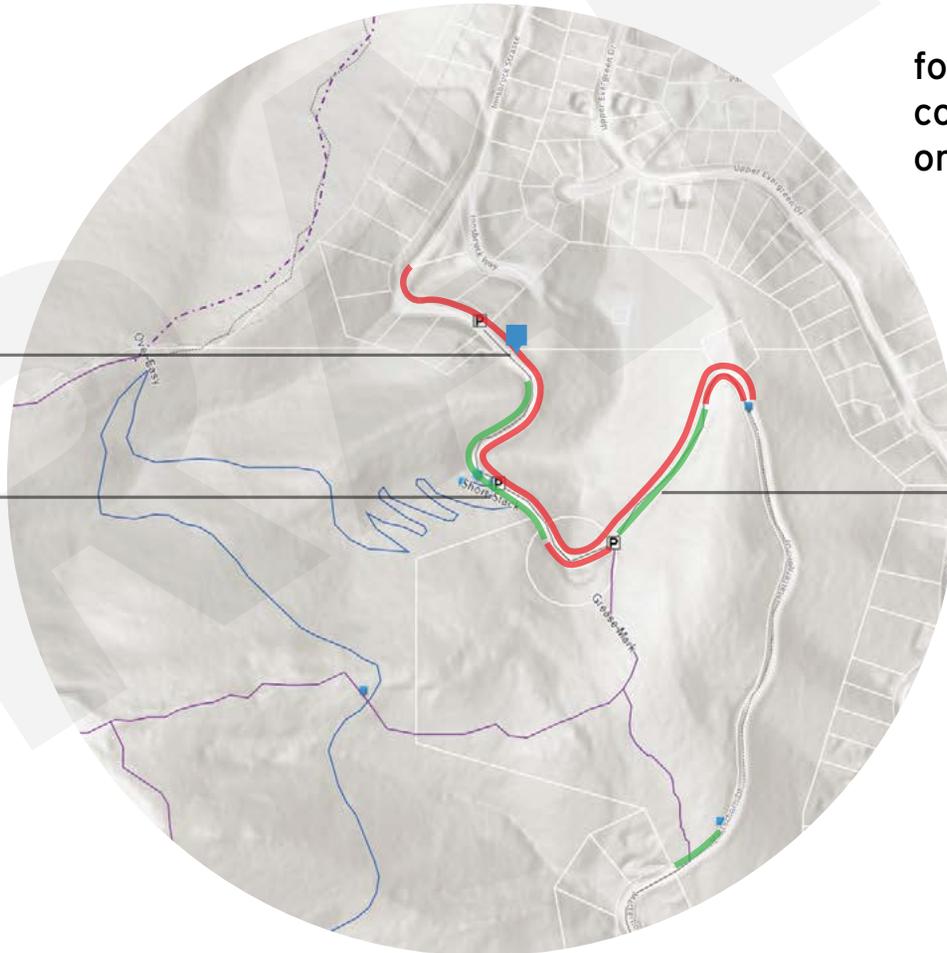
objectives

- continue enforcing 2020 signed parking zones for emergency egress
- ❄ increase winter parking capacity



trailhead identity and parking regulatory sign

❄ plow dirt road for more winter parking

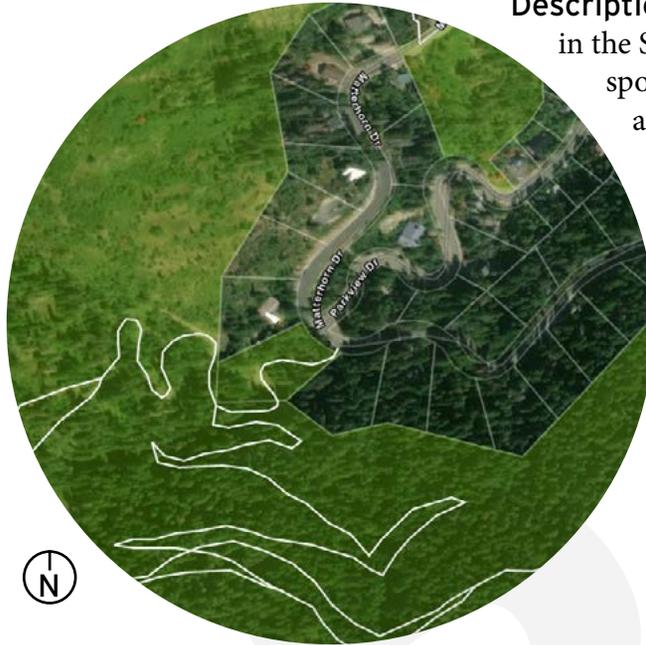


formalize possible connection to parking on Maple Road

-2700' of roadside fire road signed and restricted for parking on uphill side

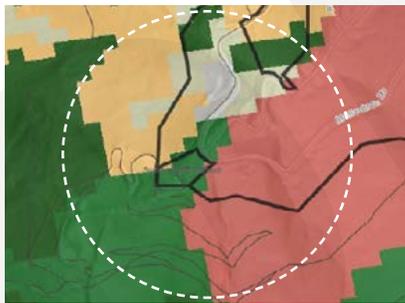
PARKVIEW TRAILHEAD

existing conditions

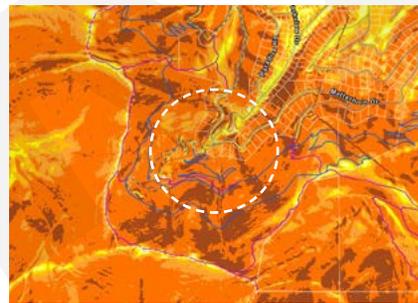


Description: A forested access point at the top of Parkview Drive in the Summit Park neighborhood. Few designated parking spots but adjacent public right of way is frequently used as overflow. Basin Recreation owns the parcel directly uphill of the parking area and it is closed off to vehicles by a gate.

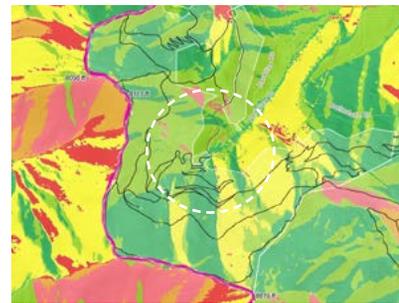
transit proximity	1.8 miles to bus stop
freeway proximity	1.9 miles to I-80 (5 min drive)
parking stalls	8 (0 accessible)
roadside parking	Yes, downhill side regulated
bike parking	none
homes within 1000'	22
restroom	none
elevation	7311'
trail types available	Multi-Use, Hiking Only



Where forested and developed land cover types intersect. A popular trailhead in summer when temperatures rise at lower elevations



Tucked into steep terrain, the trailhead provides access to winter skiing opportunities as well as ridgeline viewpoints

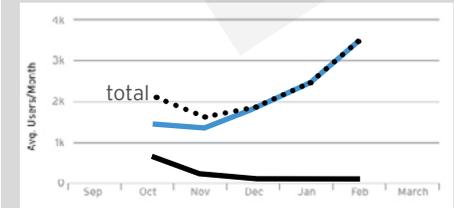


North-facing slopes and high elevation create an area that holds snow longer than other trail access points

USAGE PATTERNS

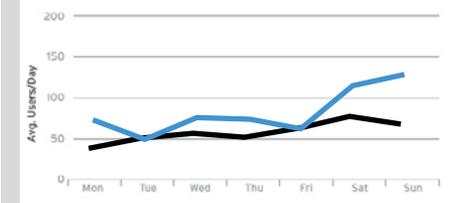
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Monthly - peds vs cyclists



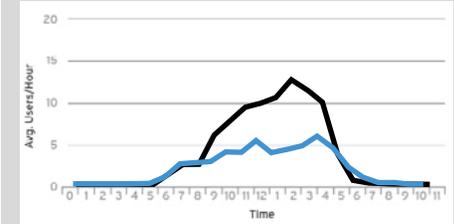
Pedestrian usage, which includes skiers, increased significantly with snowfall

Daily - Winter vs Fall



Increased winter usage observed, especially on weekends, despite less parking availability than Fall

Hourly - weekdays vs weekends

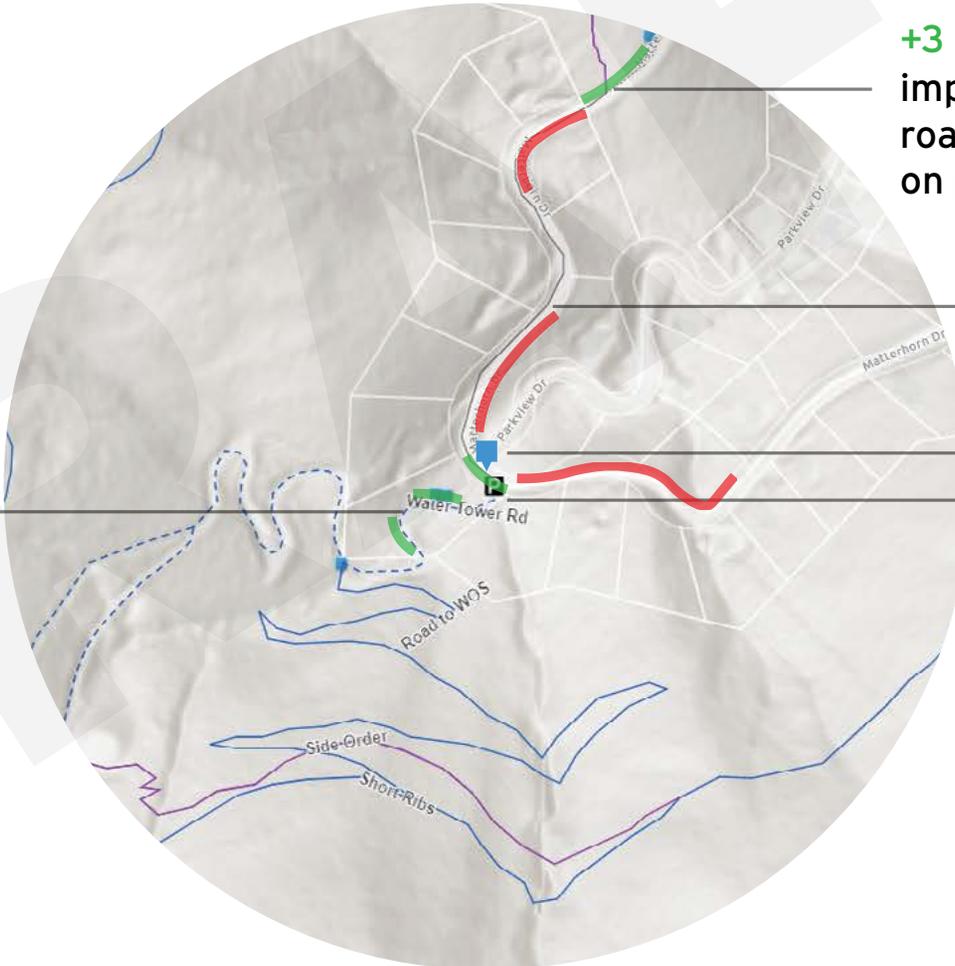
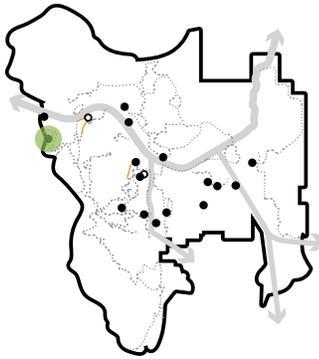


On average, usage peaks around 2pm on weekends and 3:30pm on weekdays

PARKVIEW TRAILHEAD

objectives

- continue enforcing 2020 signed parking zones
- + increase off street parking capacity



+3 stalls
improvements at fire road gate (dependent on property owner)

-1500' of roadside
signed and restricted street parking

trailhead identity sign
excavate hillside to move parking farther out of right-of-way

+10 stalls
open parking on Basin owned parcel beyond gate



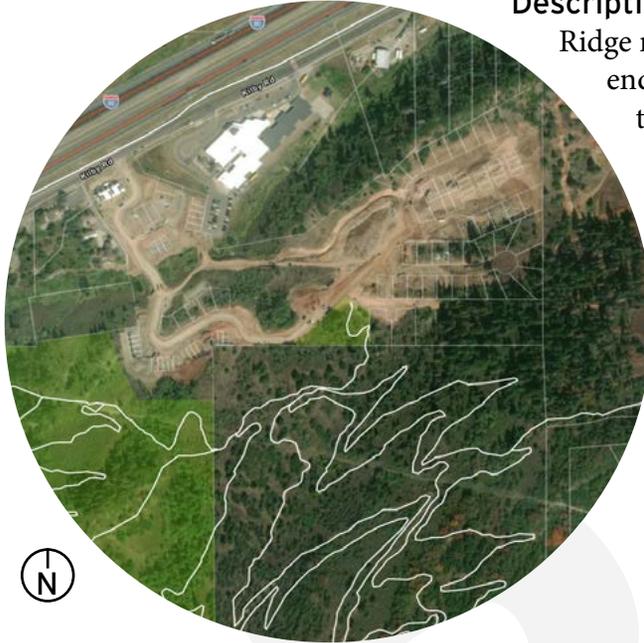
DISCOVERY TRAILHEAD

existing conditions

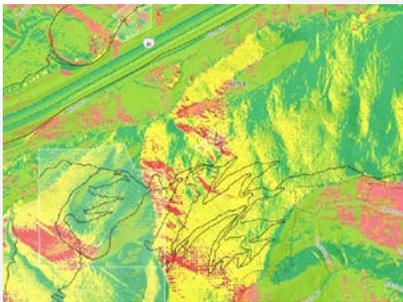
USAGE PATTERNS

No data for this access point yet, but Basin has purchased two permanent trail counters to be installed when the trailhead is completed.

Description: A yet-to-be-constructed trailhead at the Discovery Ridge residential development. Anticipated completion is by the end of construction season in 2021. The newly constructed trails provide a variety of different experiences.



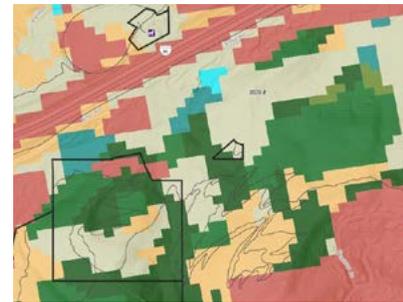
transit proximity	0.5 miles to bus stop
freeway proximity	1.7 miles to I-80 (5 min drive)
parking stalls	27 planned (2 accessible)
roadside parking	none
bike parking	none
homes within 1000'	21, more under construction
restroom	permanent facility planned
elevation	6604'
trail types available	Multi-Use, Hiking-Only, Downhill MTB



Much of the terrain around the trailhead is north/northwest facing and holds snow in winter. Good opportunities for winter use.



Starting elevation is moderately low, but the trails will be well connected to the larger network. Also, many different trail types are quickly accessible from the starting point.



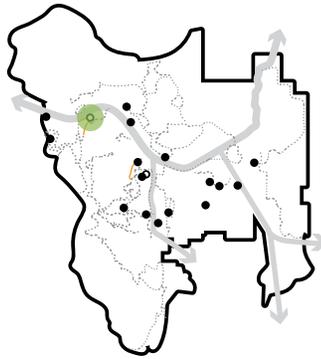
The trails traverse many different eco-types for a variety of experiences.

DISCOVERY TRAILHEAD

objectives

+ increase off-street parking capacity

* increase winter trail capacity



new active
transportation
connection

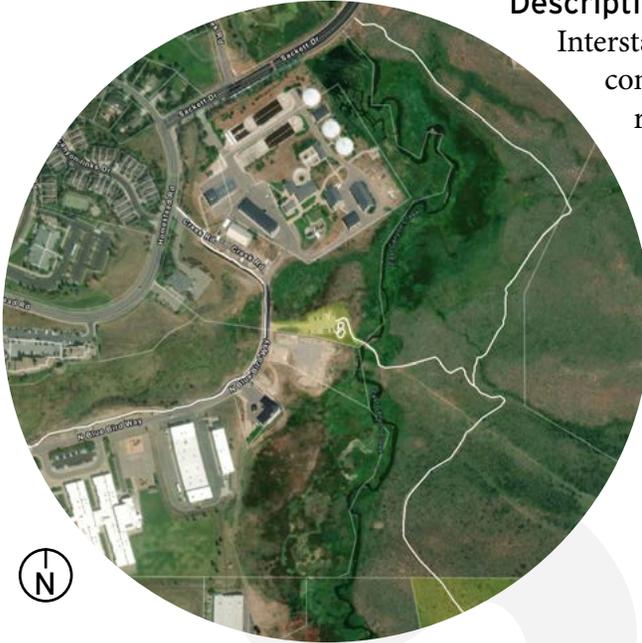
mix of single user
type trails in
Discovery system

connection to Toll
Canyon completed in
2020

+27 stalls
Discovery Trailhead

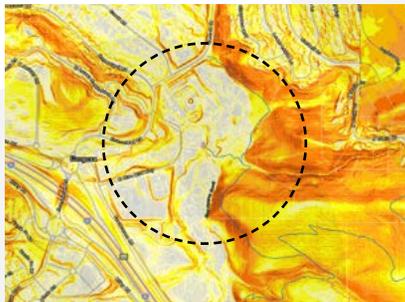
EAST CANYON CREEK TRAILHEAD

existing conditions

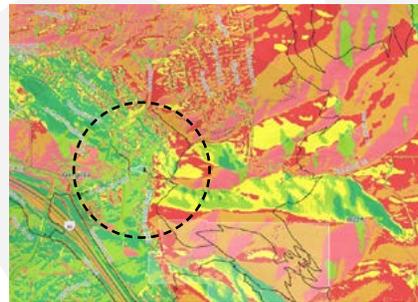


Description: A popular trailhead that is easily accessible from Interstate 80 and the transportation trail system. Neighbors are commercial or institutional, so traffic has limited impact to residents. Busy in the shoulder seasons as the area dries up first in the Spring and remains usable longer into the Fall.

transit proximity	0.5 miles to bus stop
freeway proximity	0.5 miles to I-80 (2 min drive)
parking stalls	25 (unmarked)
roadside parking	none, but nearby lots
bike parking	none
homes within 1000'	5
restroom	yes, permanent facility
elevation	6273'
trail types available	Multi-Use, Transportation



Low elevation and open terrain means trails are usable in shoulder seasons



Many trails are on southern slopes where sun exposure keeps them dry, but some areas with northern aspect hold snow for winter recreation.

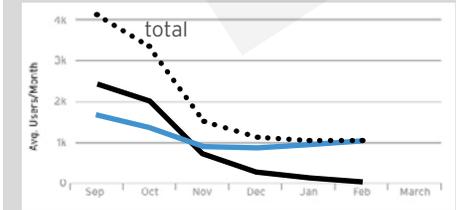


Existing parking areas nearby are sometimes used as overflow during peak trail usage.

USAGE PATTERNS

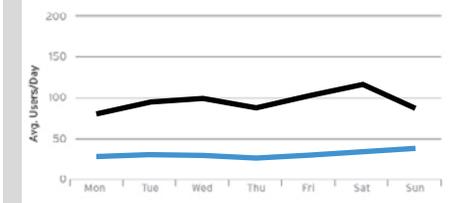
While long-term data collection is ongoing, permanent trail counters have given a snapshot of usage at many of Basin's backcountry trail access points since September 2020.

Monthly - peds vs cyclists



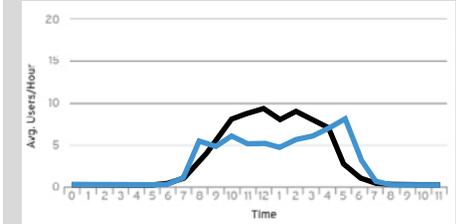
Popular in the shoulder seasons when other trailheads can be snowy or wet.

Daily - Winter vs Fall



Large difference between Fall and Winter use. Probably under-utilized in Winter.

Hourly - weekdays vs weekends

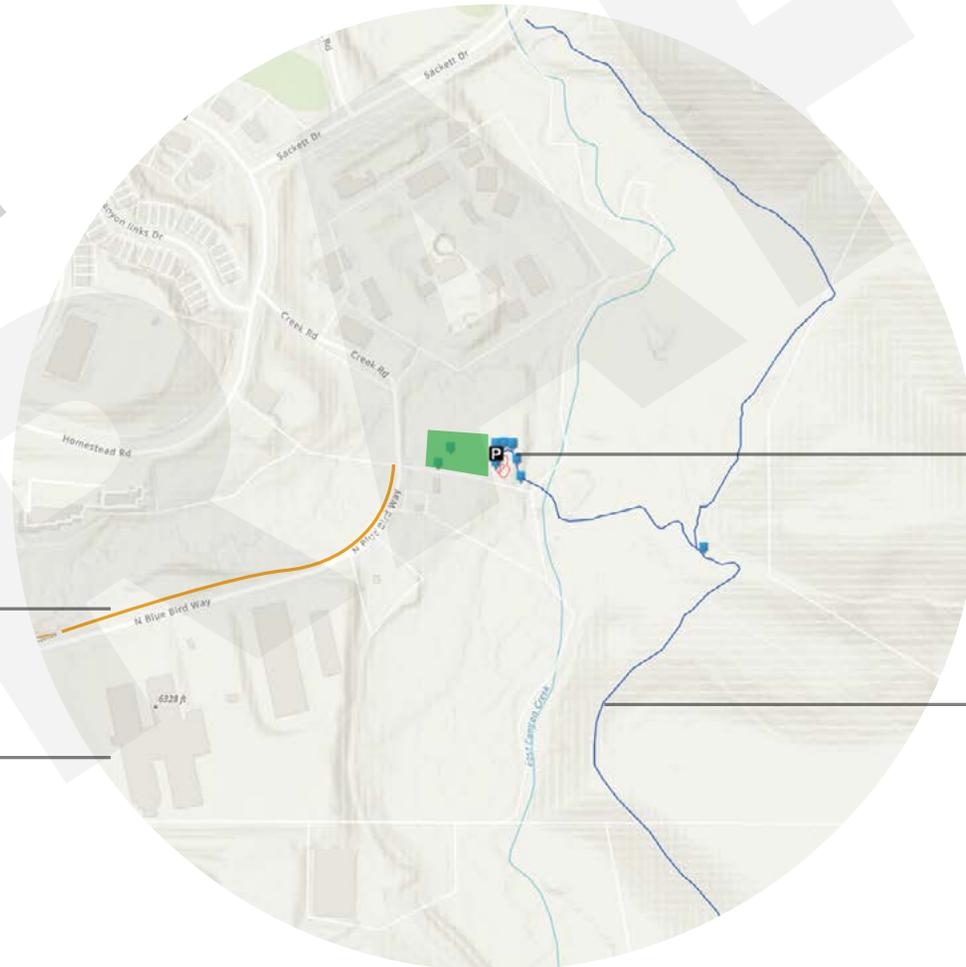
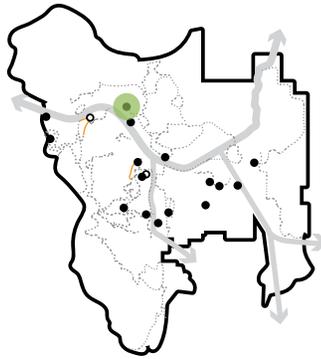


Almost as busy on a weekday evening as peak weekend times.

EAST CANYON CREEK TRAILHEAD

objectives

- manage user conflict with partitioning strategies/education
- + formalize overflow parking
- * increase winter trail opportunities



investigate
directional trails with
public engagement
process

East Canyon Creek
+20 stalls
potential to expand
parking capacity

Add winter
single-track grooming

active transportation
connection

develop overflow
parking agreement
with school district



SPRING CREEK TRAILHEAD

existing conditions

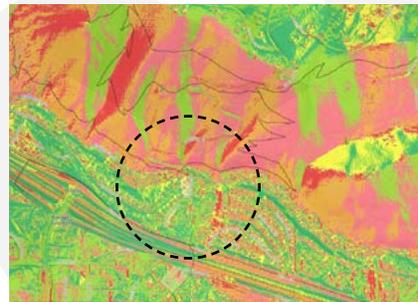


Description: A full featured trailhead with restroom, pavilions, picnic tables and more. Accesses the Glenwild/Swamer area trails and short trip from the freeway, transit network, and transportation trails.

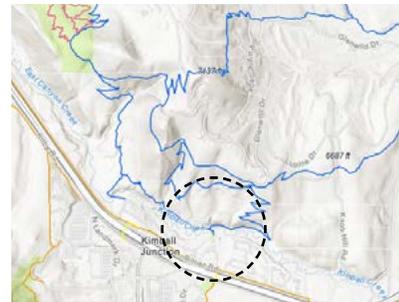
transit proximity	0.2 miles to bus stop
freeway proximity	0.6 miles to I-80 (2 min drive)
parking stalls	12 marked
roadside parking	none
bike parking	yes, uncovered
homes within 1000'	103
restroom	yes, permanent facility
elevation	6358'
trail types available	Multi-Use



Easy access from roadways, and also one of the more densely populated trailhead areas. Trail use is consistent.



Low elevation, southern aspect, and low-stature vegetation types do not provide much shade, but allow for ample sun exposure to dry out trails.

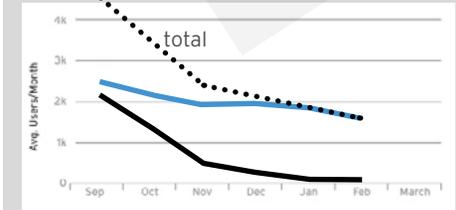


One possible way to get to downhill biking trails in Bob's Basin, but there are no hiking specific trails in the area.

USAGE PATTERNS

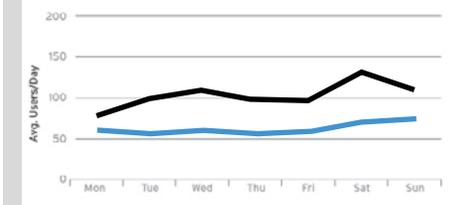
While long-term data collection is ongoing, permanent trail counters have given a snapshot of usage at many of Basin's backcountry trail access points since September 2020.

Monthly - peds vs cyclists



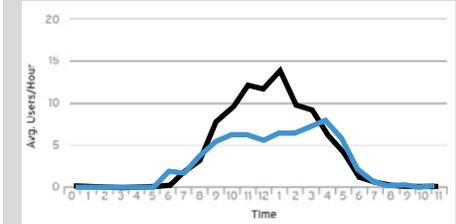
High volume of usage in Fall balanced between hikers and cyclists. Continued steady use with hikers through winter.

Daily - Winter vs Fall



More Fall use than Winter, especially on weekends.

Hourly - weekdays vs weekends

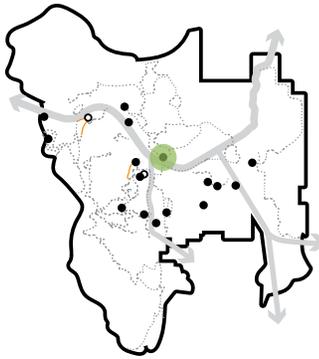


One of the more accessible trailheads in the system, weekend use is high and popular on weekday afternoons.

SPRING CREEK TRAILHEAD

objectives

- + expand parking capacity for peak spring/fall usage
- increase winter trail opportunities
- connect to existing overflow parking

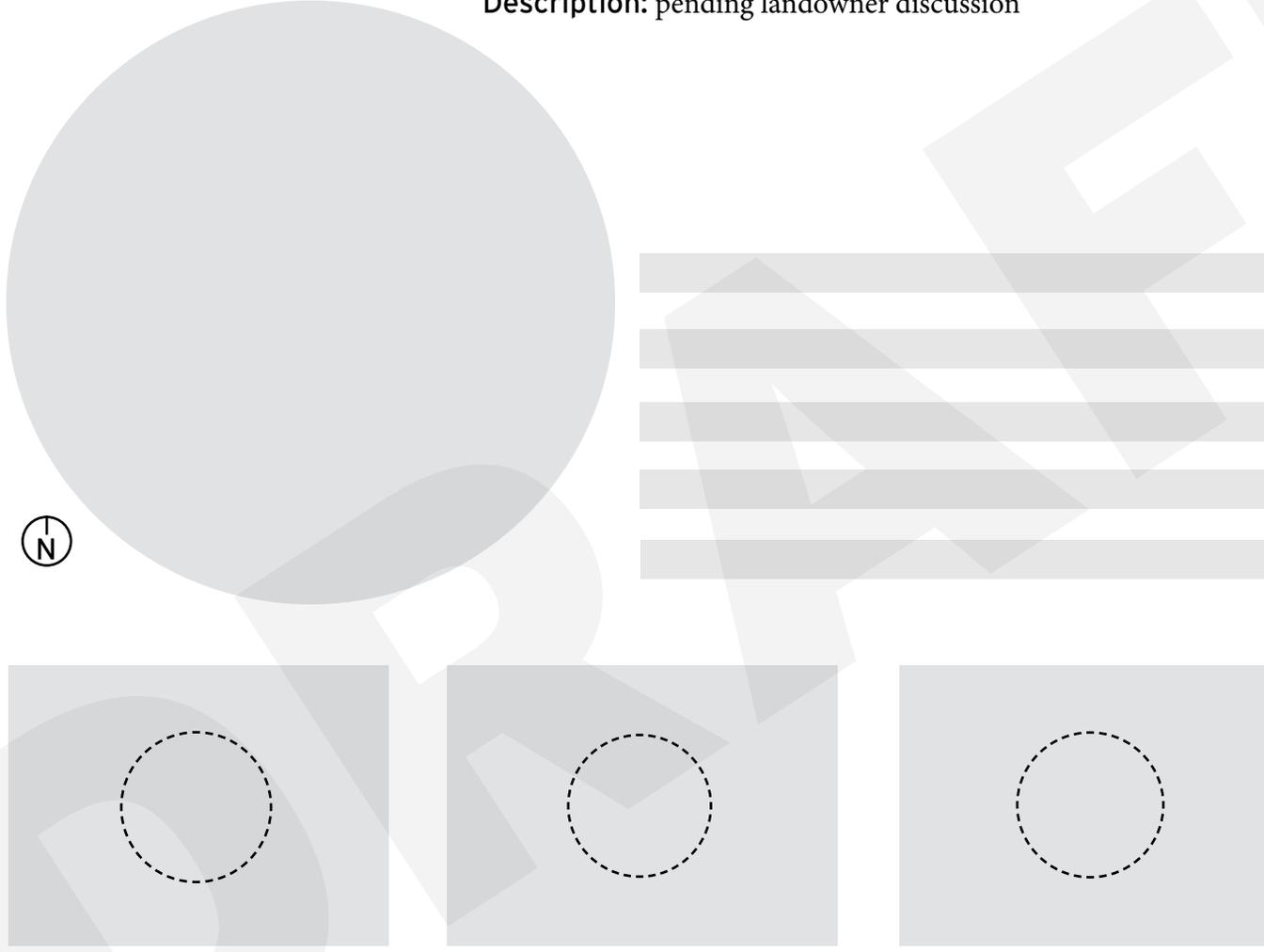


+8 stalls
 expand roadside stalls
 along Glenwild Drive

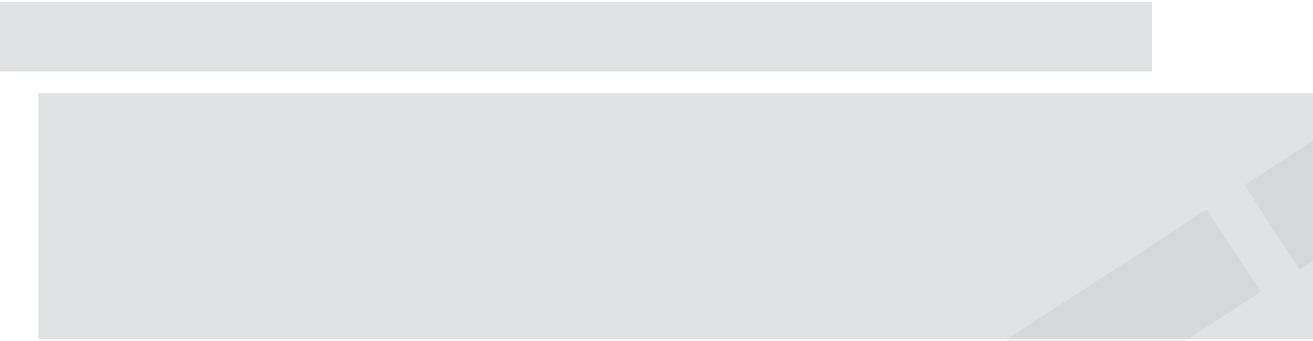
wayfinding to and
 from Fieldhouse for
 overflow parking

existing conditions

Description: pending landowner discussion



USAGE PATTERNS



DRAFT



OVERLAND TRAILHEAD

existing conditions



Description: A dedicated trailhead surrounded by open space. A transportation trail runs through the parking area and can be used to access the nearby multi-use and downhill specific trails. In winter this lot is used to access the Basin 5k ski trails and a small sledding hill.

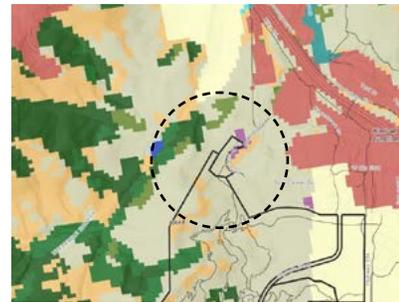
transit proximity	0.1 miles to bus stop
freeway proximity	0.9 miles to I-80 (3 min drive)
parking stalls	10 marked
roadside parking	none
bike parking	none
homes within 1000'	50+
restroom?	no
elevation	6512'
trail types available	Multi-Use, Transportation



Dense housing nearby, but only in one direction.



Low, rolling terrain nearby, but at the base of hills that provide good opportunities for new trails.

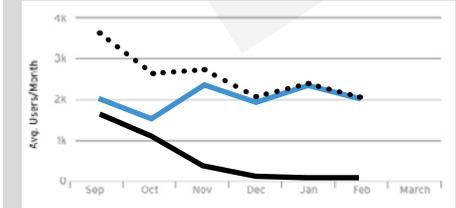


Open vegetation with views into Hi-Ute Ranch, Utah Olympic Park, and across the Basin.

USAGE PATTERNS

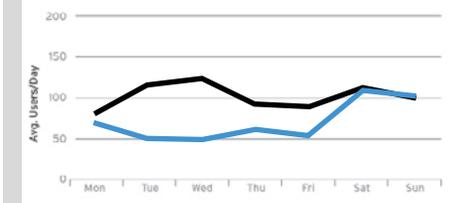
While long-term data collection is ongoing, permanent trail counters have given a snapshot of usage at many of Basin's backcountry trail access points since September 2020.

Monthly - peds vs cyclists



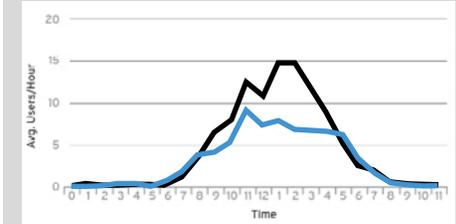
Balanced use in Fall with steady winter use as an access point to Basin 5k and the Overland sledding area.

Daily - Winter vs Fall



Weekend use about the same across seasons, but more weekday use in the Fall when more trail types available.

Hourly - weekdays vs weekends

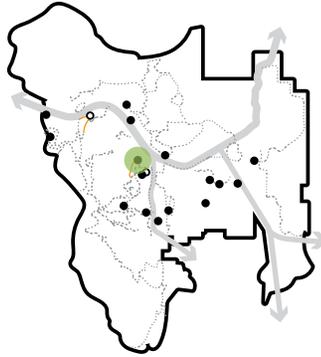


Weekday usage peaked earlier than most trailheads with weekend peak around the typical point in early afternoon.

OVERLAND TRAILHEAD

objectives

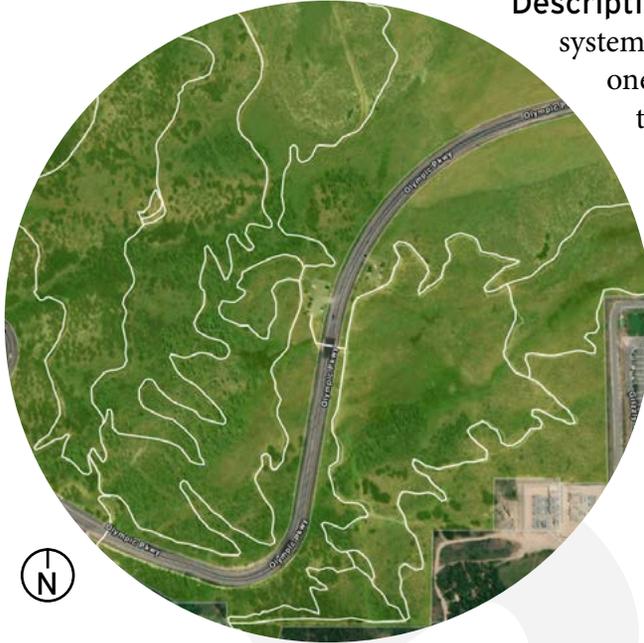
- draw users with new trail
- + plan for increased use with lot layout



new hiking-only trail

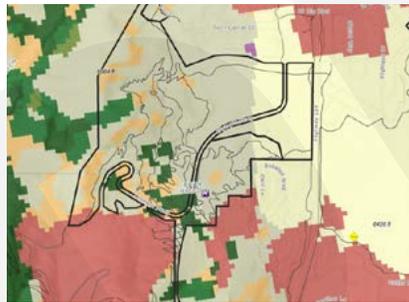
RUN-A-MUK(RAM)/RTS TRAILHEAD

existing conditions

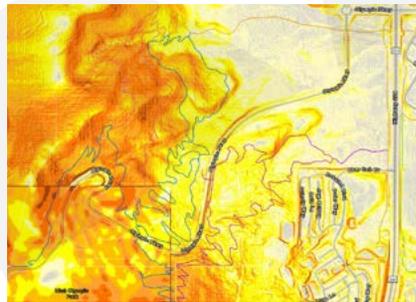


Description: The most steadily used access point in the Basin system. The parking is divided into two sides of the road with one side comprising the Run-A-Muk off-leash dog area, and the other providing access to the RTS trail system and the Basin 5k ski-only trail in the winter.

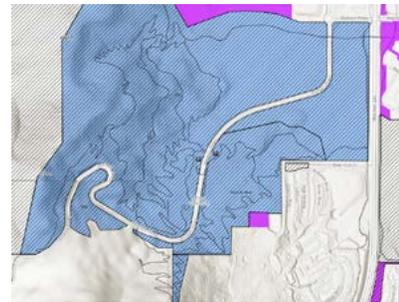
transit proximity	1.4 miles to bus stop
freeway proximity	1.1 miles to I-80 (3 min drive)
parking stalls	40 unmarked (4 accessible)
roadside parking	Yes
bike parking	none
homes within 1000'	0
restroom?	Temporary
elevation	6574'
trail types available	Multi-Use, Hiking Only



Mostly open shrub and steppe vegetation types with patches of Aspen.



Relatively low slope area great for accessible trails.

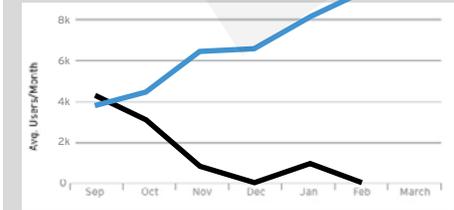


Parking areas surrounded by open space with few nearby residents.

USAGE PATTERNS

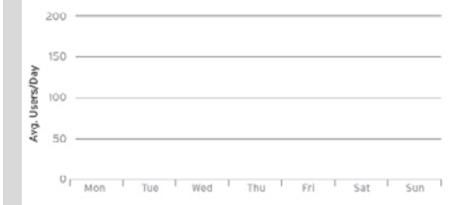
This high-use area has three data collection points: East Lot RAM; West Lot RAM tunnel; and West Lot RTS. Usage at RAM is hiking-only and RTS is multi-use and switches to ski-only in winter.

Monthly- RAM tunnel vs RTS

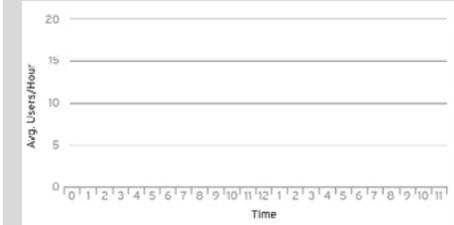


Equal utilization between entry points in the West Lot in Fall, but use of RAM increases in winter.

Daily - Winter vs Fall



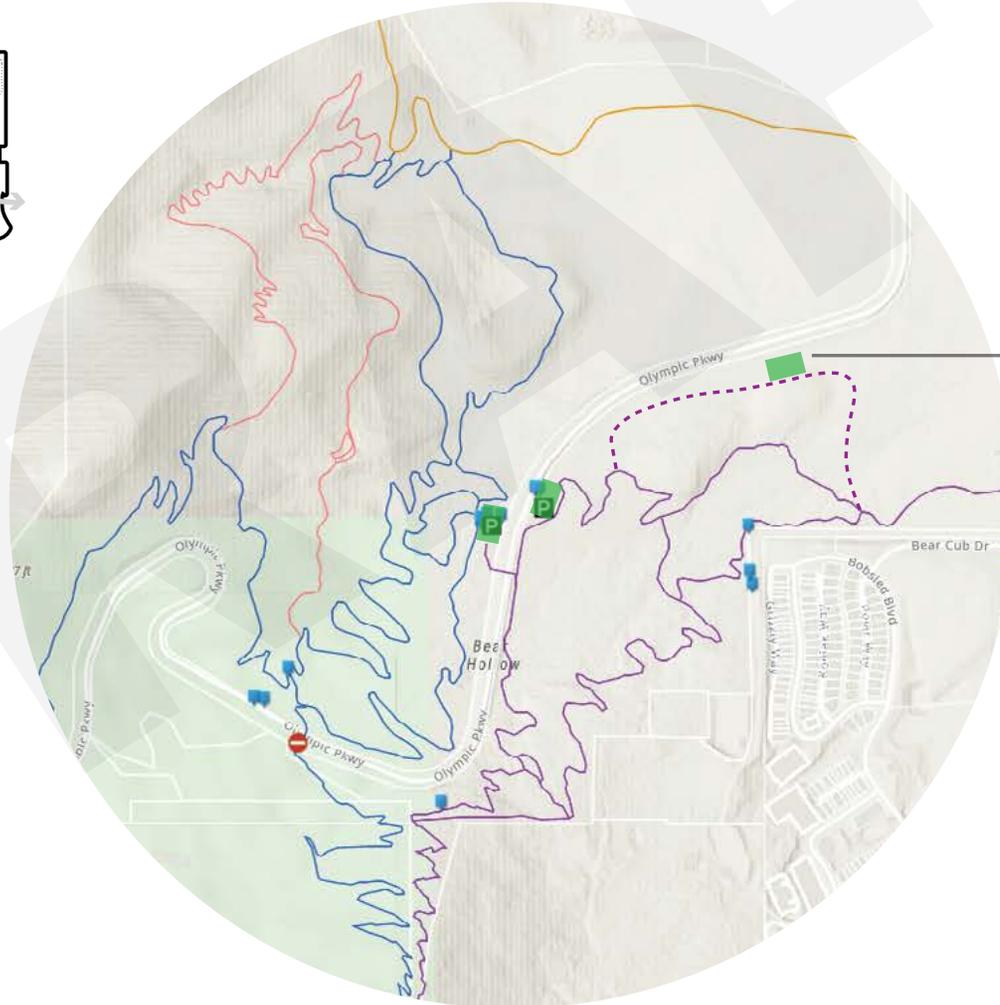
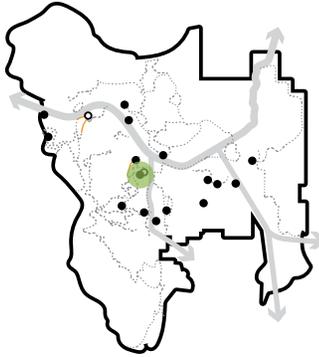
Hourly - weekdays vs weekends



RUN-A-MUK(RAM)/RTS TRAILHEAD

objectives

- disperse users with alternate entry
- + provide additional off street parking



+20 stalls
potential new trail
access point and
small trail loop



ROB'S TRAILHEAD

existing conditions

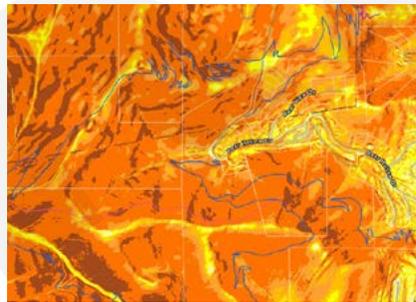


Description: A trailhead that has been popular for both summer and winter recreation. Users start in the trees and quickly get to ridgeline viewpoints. Well-connected to Mid-Mountain Trail and the broader trail system.

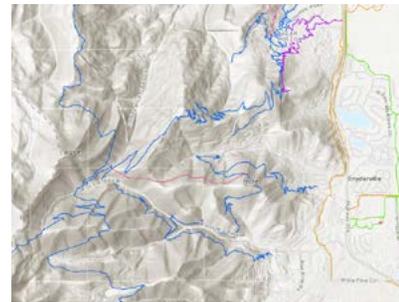
transit proximity	1.5 miles to bus stop
freeway proximity	3.6 miles to I-80 (7 min drive)
parking stalls	18 marked, 300' of roadside
roadside parking	Yes, downhill side regulated
bike parking	none
homes within 1000'	5
restroom?	no
elevation	7380'
trail types available	Multi-Use, Hiking Only



The trail starts off in a forested zone and continues to climb through the trees.



High starting elevation and quick climb to ridgeline views.

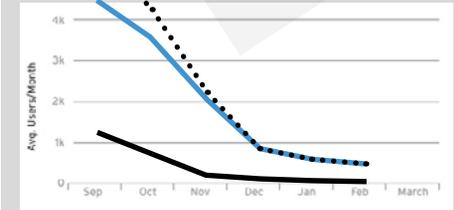


Access to Mid-Mountain Trail, Wasatch Crest Trail, and over the ridge into Millcreek Canyon

USAGE PATTERNS

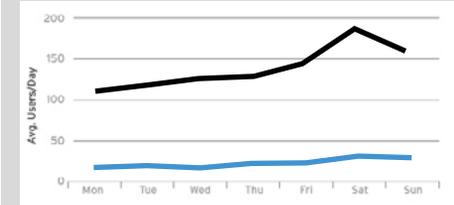
While long-term data collection is ongoing, permanent trail counters have given a snapshot of usage at many of Basin's backcountry trail access points since September 2020.

Monthly - peds vs cyclists



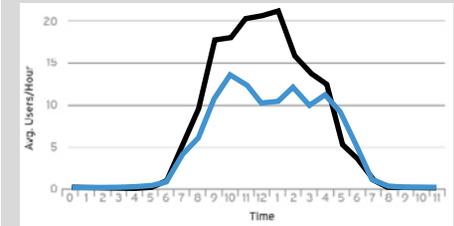
Predominantly pedestrian traffic and very high usage in the dry season. Parking area closes in winter.

Daily - Winter vs Fall



With parking closed in Winter, usage is unsurprisingly low. Typically popular on Saturdays.

Hourly - weekdays vs weekends

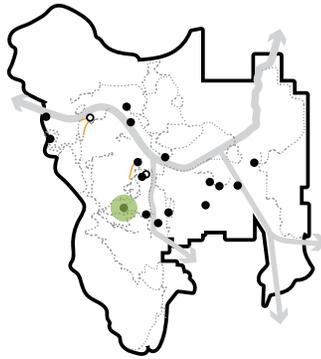


Very high weekend use. Rob's is a destination trailhead, but also gets regular use throughout the day on weekdays.

ROB'S TRAILHEAD

objectives

- continue to regulate established parking zones
- ❄️ restore winter access



Reroute Rob's to
avoid leaving Sun
Peak property

-5400' of roadside
signed and restricted
street parking

maintain parking for
winter use after
modifying trail

COLIN'S/P.C.C. TRAILHEAD

existing conditions

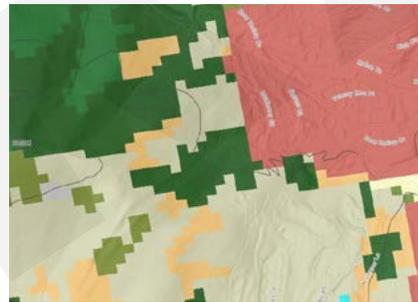


Description: An alternative entry point to the Sun Peak trail area. Users enter the trail at a low elevation and climb to Rob's Trail and beyond.

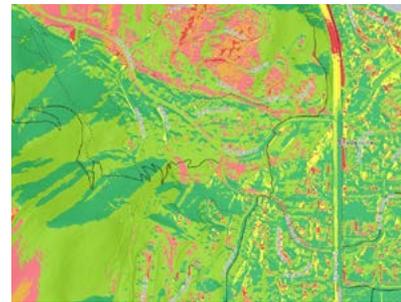
transit proximity	0.3 miles to bus stop
freeway proximity	2.5 miles to I-80 (5 min drive)
parking stalls	0 dedicated
roadside parking	a few unofficial spaces
bike parking	none
homes within 1000'	100+
restroom	none
elevation	6644'
trail types available	Multi-Use



Well connected to the surrounding neighborhood and the transportation network.



The trail climbs through a mix of vegetation types, eventually meeting the forested area around Rob's Trail.

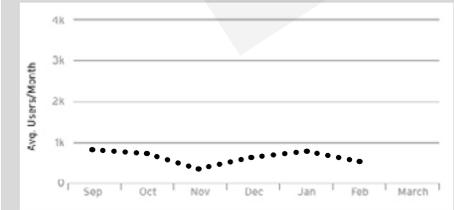


Mostly north and east facing slopes that hold snow in winter.

USAGE PATTERNS

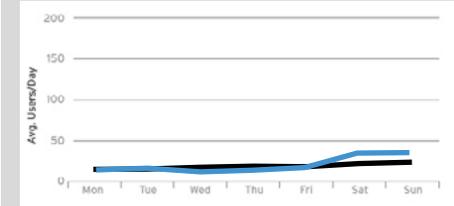
There is no permanent counter at Colin's trailhead but a temporary counter has been in place for more than a year. Data from Fall 2020 and Winter 2021 is shown for comparison to other trail access points.

Monthly - total users



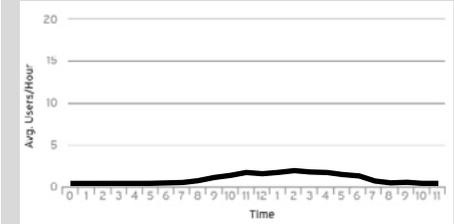
Low volume of usage, but Colin's has seen a four-fold increase over January 2020. Probably due to closure of winter parking areas at nearby Rob's.

Daily - Winter vs Fall



Colin's was a little more popular for weekend users this winter, but otherwise similar pattern.

Hourly - weekdays and weekends

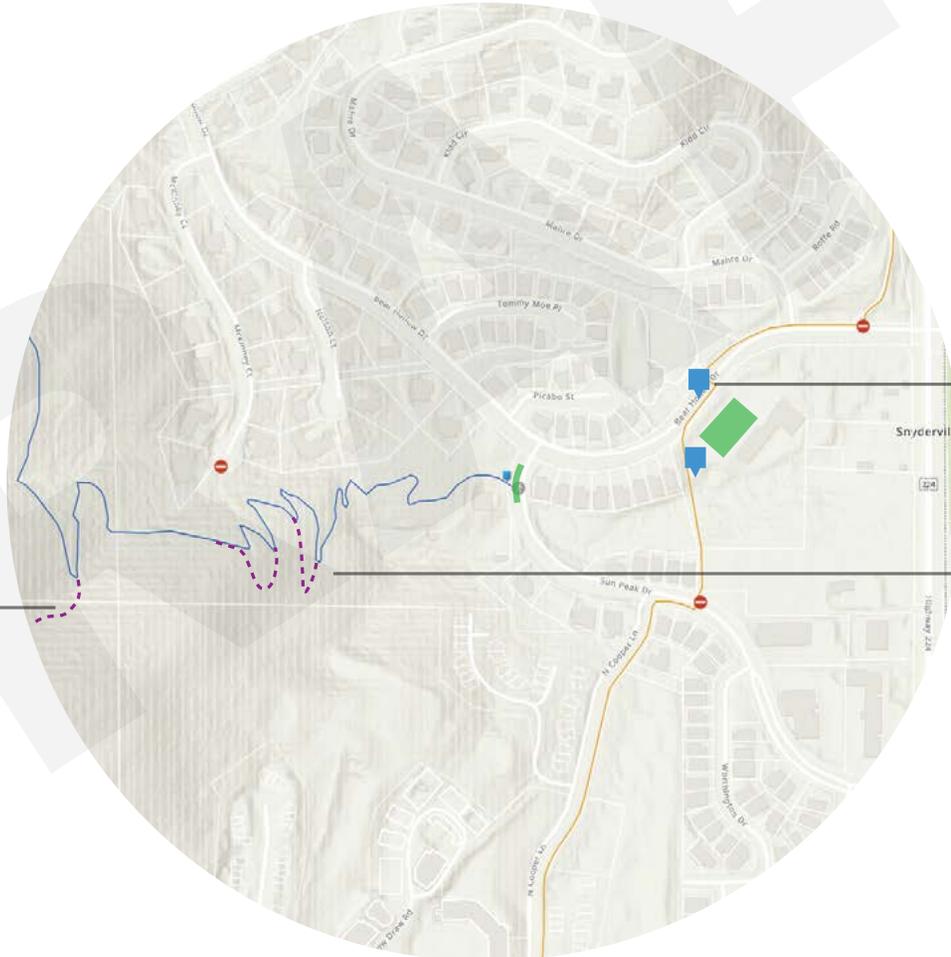
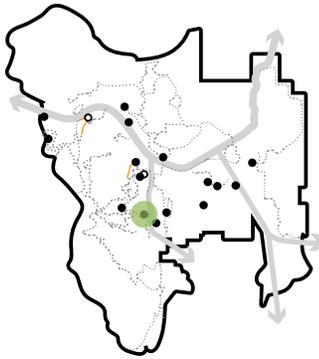


Averaging just over 2 users per hour even at peak times. A lesser utilized trail according to data.

COLIN'S/P.C.C. TRAILHEAD

objectives

- improve Colin's trail for better uphill use
- connect existing overflow parking
- add limited off-street parking near base of Colin's



add short connection
for more loop options
from Colin's

improve identity and
wayfinding signage
for Park City
Community Church

reroute switchbacks
to improve trail for
climbing



4.0

Proposed Improvements - Access Points

IMPLEMENT

38

Trails and Open Space
Short-term Access
Improvement Plan
Version 1.0

Snyderville Basin Special
Recreation District



narrative		stakeholders	cost	transport	disperse	educate
SHORT STACK						
Winter parking maintenance	Contract with snow removal company to maintain roadside spots in the winter +15	Mountain Regional Water District, Summit County Public Works	\$3,000/year	●		
Salt Lake County access trail	Formalize .75 miles of trail connecting from Maple Rd/ Crestview Drive on SLC property	Salt Lake County, Salt Lake City	no cost. \$25,000 to improve		●	
Signage improvements	Add parking regulation and identity signage +2	Summit County Public Works	\$300			●
Secure bike parking	Single bike rack +1	Summit County Transportation	\$500	●		
PARKVIEW						
Open off-street parking	Apply for permit to designate off-street parking area on Basin property +10	Summit County Planning, Summit Park Neighborhood	\$2500 gate mod.	●		
Fire gate parking improvements	Add 3 parking stalls by excavating into hillside near fire road gate	Adjacent property owner	\$1500	●		
Improve roadside parking	Excavate into hillside to prevent parking from encroaching into public right of way	Summit County Public Works	\$2500	●		
Signage improvements	Add parking, regulatory and identity signage +2	Summit County Public Works	\$300			●
Secure bike parking	double bike rack +2	Summit County Transportation	\$800	●		
DISCOVERY						
Off-street parking lot with restroom	Planning completed for 27 stalls. Will be constructed in 2021	Discovery Ridge developer, Summit County	\$680k	●		
Signage improvements	Add identity, directional, wayfinding, and regulatory signs +4	Summit County Public Works	\$1000			●

4.0

Proposed Improvements - Access Points

IMPLEMENT

39

Trails and Open Space
Short-term Access
Improvement Plan
Version 1.0

Snyderville Basin Special
Recreation District



	narrative	stakeholders	cost	transport	disperse	educate
	Secure bike parking	double bike rack +2	Summit County Transportation	\$1,000	●	
EAST CANYON CREEK						
	Overflow parking	Agreement with School District to utilize parking in off-hours +1	Park City School District	no cost	●	
	Winter single-track grooming	Create winter single-track loop by grooming existing trails +2 miles	Jeremy Ranch HOA, Utah Open Lands	\$1,500/year		●
	Directional trail study	Explore dispersal by making some trails directional and surveying/educating users		\$1,000		●
SPRING CREEK						
	Add off-street parking	Re-surface and mark 8 stalls along Glenwild Drive. CUP approved in 2020		\$5,000	●	
	Signage improvements	Add directional signage from Fieldhouse to Spring Creek Trailhead for overflow parking +1		\$100		●
(PENDING)						
OVERLAND						
	NMA Trail	Add 1 mile of hiking-only trail	Summit County	\$30,000 (internal)		●

transport
disperse
educate

4.0

Proposed Improvements - Access Points

IMPLEMENT

40

Trails and Open Space
Short-term Access
Improvement Plan
Version 1.0

Snyderville Basin Special
Recreation District



narrative		stakeholders	cost	transport	disperse	educate
RUN-A-MUK						
Alternate parking area	Additional parking lot with 20+ stalls along Olympic Parkway	Summit County	\$17,250	●		
Short loop trail	Add .5 miles of trail to form short loop from new access point	Summit County	\$15,000		●	
Signage improvements	Add identity, wayfinding, regulatory signs +3		\$500			●
ROB'S						
Reroute lower trail section	build .15 miles of new trail and decommission section that leaves Sun Peak Property	Sun Peak HOA	\$3,500		●	
Amend easement to allow for winter access	Work with adjacent property owner to create agreement for winter access	Adjacent property owner	staff time		●	
Secure bike parking	Single two-sided bike rack +2	Summit County Transportation	\$500	●		
COLIN'S						
Trail realignment	Rebuild .25 miles of trail following line replacement project	Rocky Mountain Power	staff time		●	
Signage improvements	Add identify and wayfinding signage connecting PCC to Colin's	Summit County Public Works, Park City Community Church	\$300			●
Secure bike parking	Single two-sided bike rack +2	Summit County Transportation	\$500	●		
Off-street parking	Sign and regulate 5 parking stalls at the bottom of Colin's trail along Sun Peak Drive	Summit County Public Works	staff time	●		

Proposed metrics

These are the measurable characteristics that will be improved by this proposal.

Transportation:

- + 93 off-street designated parking stalls
- + 113 winter parking spaces
- + 18 bike racks
- + 2 designated overflow lots

Dispersal:

- + 1.5 miles of new hiking-only trail
- + 4.5 miles of new multi-use trail
- + 4.6 miles of single-track grooming

Education/enforcement:

- + __ improved signs
- + 20 hours/week of trailhead presence (in addition to existing 40)
- + __ interactions/educational opportunities