Park City

RAIL TRAIL MASTER PLAN

FINAL PLAN
AUGUST 2022

ACKNOWLEDGMENTS

PARK CITY

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TABLE OF CONTENTS

01 Introduction

07 Opportunities and Constraints

19 Public Engagement and Outreach Process

33 Trail Recommendations

57 Funding Sources

A1 Appendix

INTRODUCTION

1. INTRODUCTION

The purpose of the Park City Rail Trail Master Plan is to create a vision for the Rail Trail between Bonanza Drive and SR-248 east of US-40, including a quarter-mile buffer along the trail. This will include recommendations for land use, community development, environmental enhancements, mobility improvements, and regulatory next steps. The extents of the study area are shown in **Figure 1**.

PURPOSE OF THE RAIL TRAIL MASTER PLAN

Park City is taking on management and maintenance responsibilities for the segment of the Rail Trail between Bonanza Drive and SR-248. Given an ongoing increase in people walking, bicycling, or running on the trail, there is increased interest on behalf of Park City in making the Rail Trail an ideal environment for all. Park City created this Plan to be a community-supported vision for the Rail Trail, which includes a wide variety of improvements. Community input was critical to the success of this effort and was gathered through a series of channels and events during this process, as described in the "Public Engagement and Outreach Process" section of this document.

RAIL TRAIL GOALS

The Park City Rail Trail Master Plan was developed using four goals to guide its intent and subsequent implementation:

1. Through the implementation of the Master Plan, the Park City Rail Trail will be a comfortable and accommodating facility for walking, running, bicycling, and skiing for users of all ages and abilities

2. The Park City Rail Trail Master Plan will facilitate better connections between the Rail Trail and adjacent communities, recreational facilities, commercial destinations, and cultural and natural resources

3. The Park City Rail Trail Master Plan will identify key elements of the Rail Trail, such as access to adjacent wetlands and informal trails, to be preserved following the implementation of recommendations coming from the Master Plan

4. Upon completion, the Rail Trail Master Plan will identify and prioritize improvements to the Rail Trail, including safety and facility enhancements, connectivity improvements, wayfinding and interpretive updates, preservation of natural resources, regulatory next steps, and opportunities for beautification

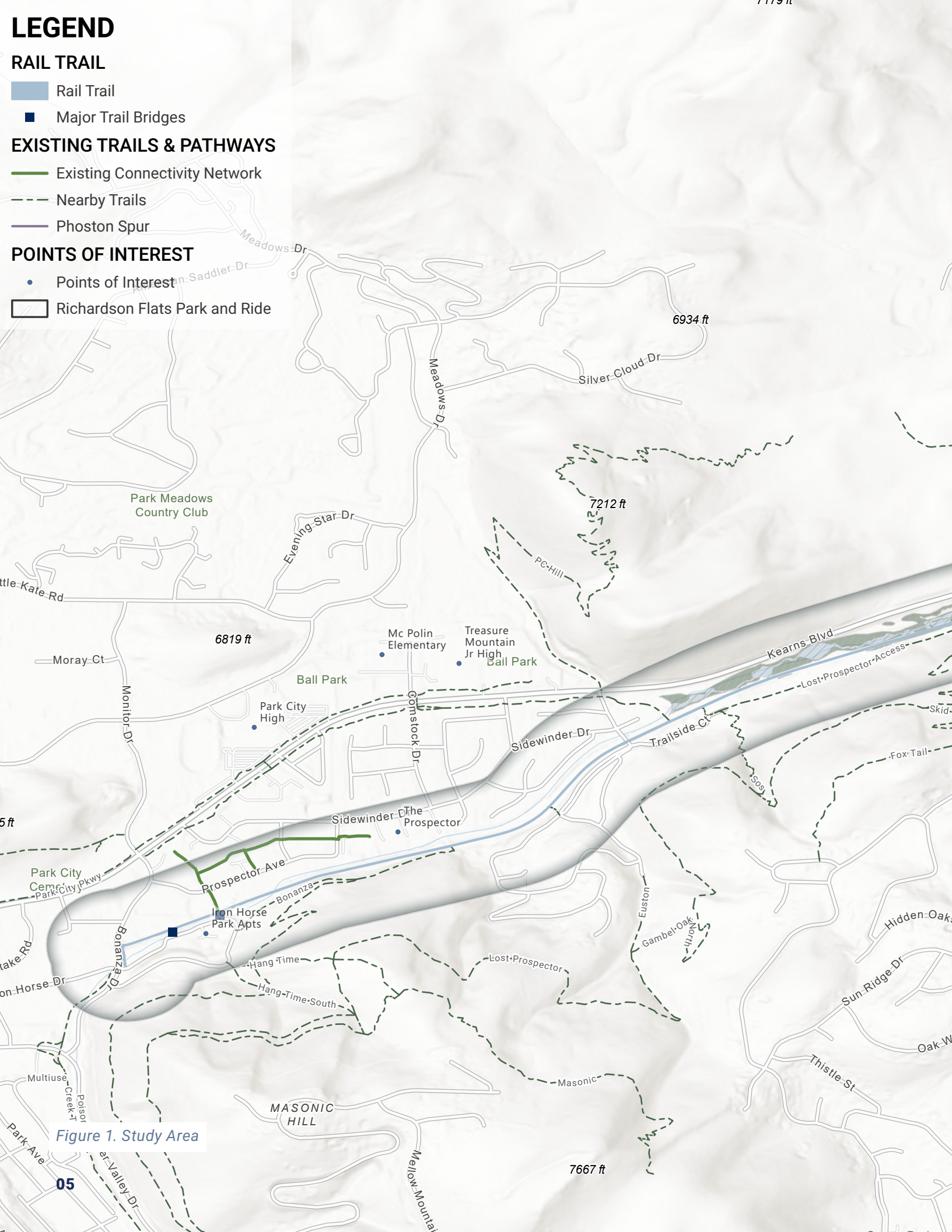
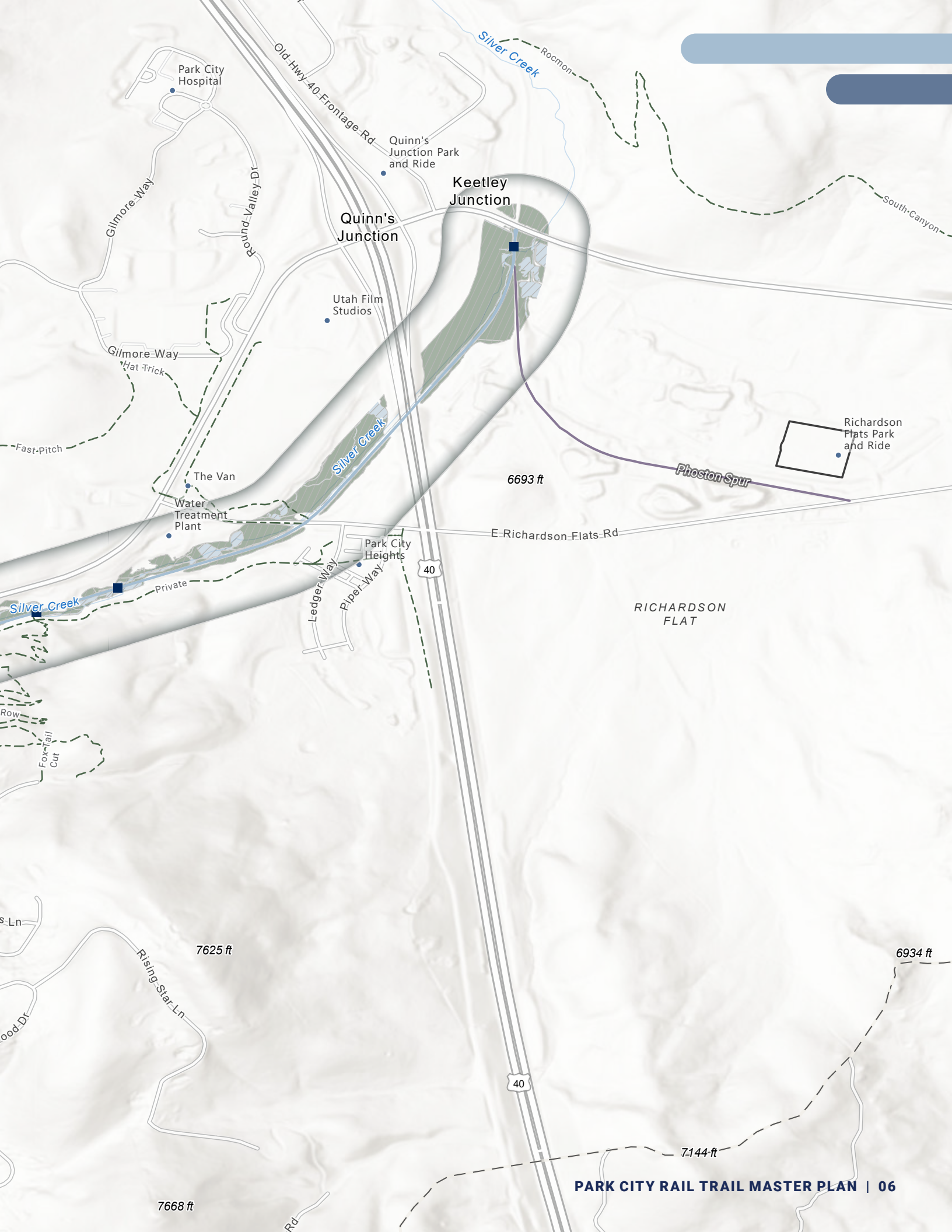


Figure 1. Study Area


Park City Hospital
Old Hwy 40 Frontage Rd
Silver Creek
Rocmon
Quinn's Junction Park and Ride
Keetley Junction
Quinn's Junction
South Canyon
Gilmore Way
Round Valley Dr
Utah Film Studios
Gilmore Way
Hat Trick
Fast Pitch
Silver Creek
The Van
Water Treatment Plant
6693 ft
Richardson Flats Park and Ride
Phoston Spur
E Richardson Flats Rd
Park City Heights
Ledger Way
Piper Way
40
Private
Silver Creek
RICHARDSON FLAT
Row
Fox Tail Cut
Ln
7625 ft
Rising Star Ln
6934 ft
40
7144 ft
7668 ft
Rd

OPPORTUNITIES AND CONSTRAINTS

2. OPPORTUNITIES & CONSTRAINTS

This Plan is intended to be both ambitious and achievable. Opportunities for and constraints on potential improvements along the Rail Trail were used as a foundation for the Plan's development, which also built on previous planning efforts conducted in Park City and in the study area.

REVIEW OF EXISTING PLANS

The Rail Trail is a community asset that will continue to enhance its surroundings. Building upon recent, relevant planning efforts in the study area, this section summarizes existing plans that interact with and influence the study area.

PROSPECTOR SQUARE PROPERTY OWNERS ASSOCIATION (PSPOA) MASTER PLAN COMMUNITY

Prospector Square is a mixed-use neighborhood just north of historic Old Town Park City. The area is home to residential, hotel, office, restaurants, and health care land uses and is adjacent to Park City High School, Treasure Mountain Junior High School, and is served by numerous transit stops and the Rail Trail. Considering the variety of uses and multimodal environment of the area, the PSPOA Master Plan aims to enhance the character of the neighborhood by incorporating sustainable landscaping and environmental practices into the design for public spaces. Planned improvements include an outdoor plaza/stage area, museum exhibit space, outdoor dining spaces, benches, bike racks, native plant landscaping, overhead string lighting, and street trees. The plan also accounts for a Rail Trail access path off of Lot G.

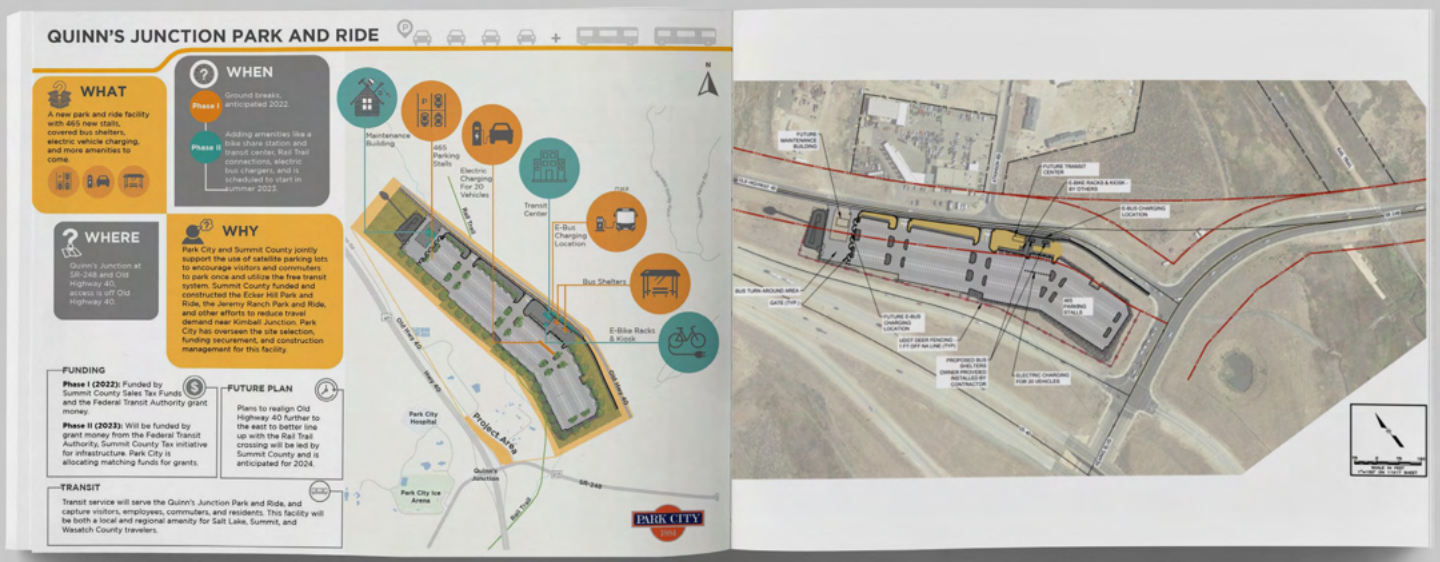
Figure 2. Parking Lot References

SUMMIT COUNTY ACTIVE TRANSPORTATION PLAN

The Summit County Active Transportation Plan (ATP) supports the development of a cohesive walking and biking network for those of all abilities. The ATP aims to increase access to active transportation networks, integrate those active transportation networks into the regional transit system, and support the local economy and identity. Enhancing regional trail connectivity, providing safe crossings along SR-224, and implementing neighborhood byways in Old Town are all central themes to the plan. The plan also specifically calls for improvements to the Rail Trail by paving currently unpaved sections and to consider incorporating bike share or other micromobility options. More specific improvements include a sidepath along Richardson Flat Road (which would intersect with the Rail Trail) and a Rail Trail underpass at SR-248.

RICHARDSON FLAT PARK-AND-RIDE

The Richardson Flat Park-and-Ride is a nearly 700-stall existing parking lot on Richardson Flat Road between US-40 and SR-248. It is used as a park-and-ride for large event transportation (such as the Sundance Film Festival) and is not currently used for fixed-route service. Park City plans to annex the surrounding area between US-40 and SR-248, opening opportunities for incorporating the parking lot into greater City operations.



QUINN'S JUNCTION PARK-AND-RIDE

Quinn's Junction is located at the US-40 and SR-248 interchange on the east side of Park City. The interchange provides important access to Park City for communities to the south and east. Park City and Summit County are planning to build a new 465-stall park-and-ride facility on the northeast corner of the interchange featuring covered bus shelters, electric vehicle charging stations, and an e-bike rack/kiosk. The park-and-ride aims to enable visitors traveling by their own vehicle to take free electric transit into Park City to help with traffic congestion.

CURRENT TRAIL CONDITIONS

In addition to the transfer of maintenance responsibility to Park City Municipal Corporation, the sustained growth in Rail Trail users is a key driver in seeking to improve the Rail Trail for all users. Recent trail user counts were analyzed to understand trail usage patterns. This information is outlined below and on the following pages

Trail User Counts

An EcoCounter trail user counter is located on the Rail Trail roughly 1,000 feet east of Bonanza Drive. The counter has been mostly operational between 2018 and 2021, though with occasional gaps. **Figure 3** shows the total users per month on the Rail Trail for each month that data was collected between 2018 and 2021.

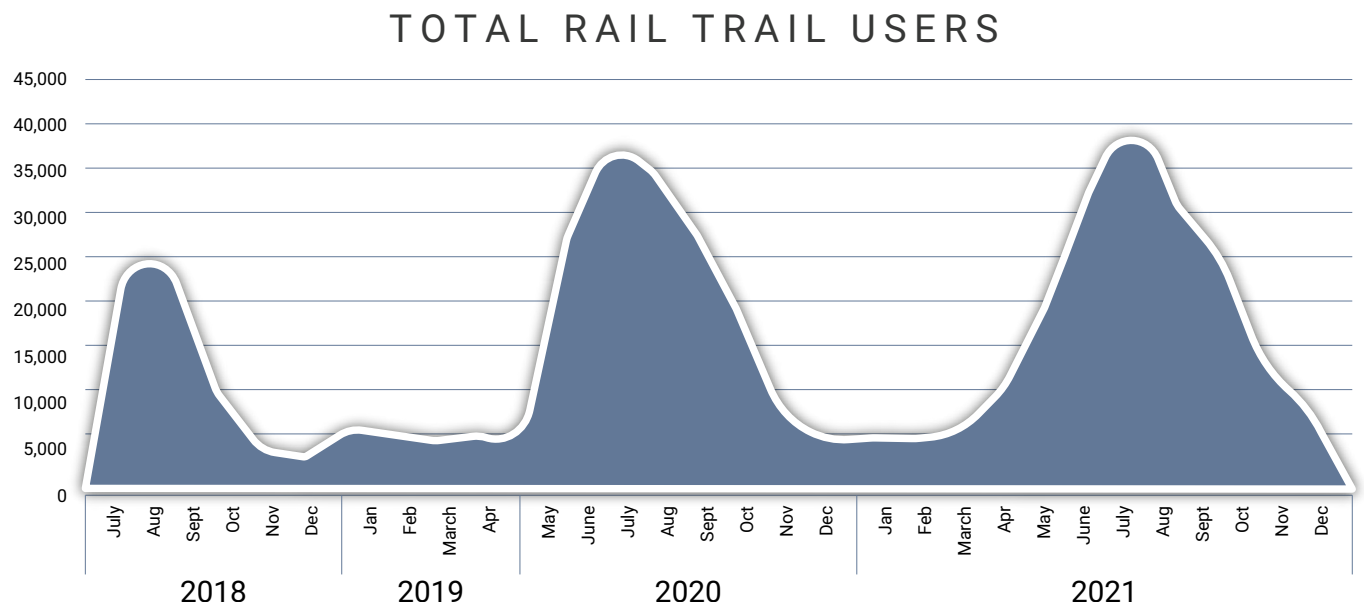
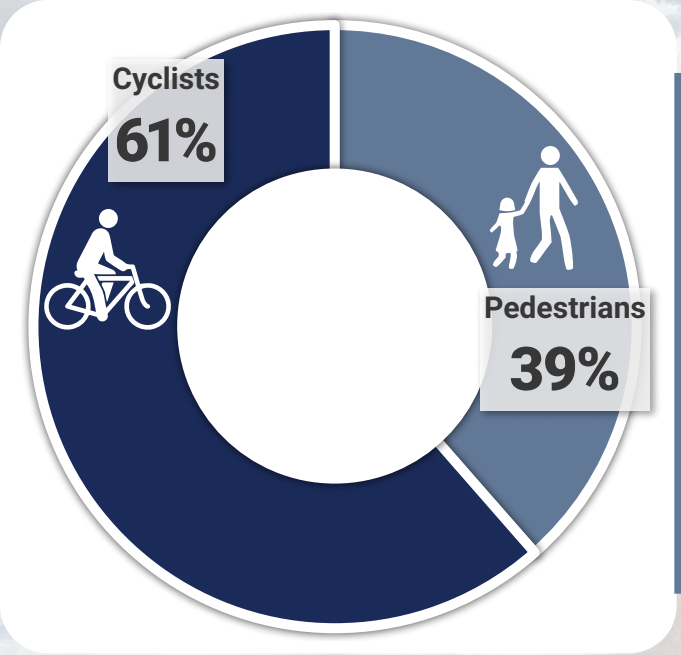


Figure 3. Total Rail Trail Users (2018-2021)
Source: Park City Municipal Corporation

The summer months are consistently the busiest times of the year along the Rail Trail. User volumes have increased over the past four years, with the caveat that no summer or fall data was collected in 2019. The highest user count was collected in July 2021, with more than 40,000 individual users recorded in that month. **Figure 4**, **Figure 5**, and **Figure 6** explore the daily average, weekday, and hourly trends of this peak month.



Throughout an average day in July 2021, cyclists outnumbered pedestrians on the Rail Trail. On average, there were roughly 56% more cyclists than pedestrians along the trail.

Figure 4. Mode of Rail Trail Average Daily Users (July 2021). Source: Park City.

For July 2021, Sunday typically experienced the highest number of users on the Rail Trail, with Monday, Tuesday, and Wednesday being the least busy days. On average, each weekday saw roughly 250 more cyclists than pedestrians.

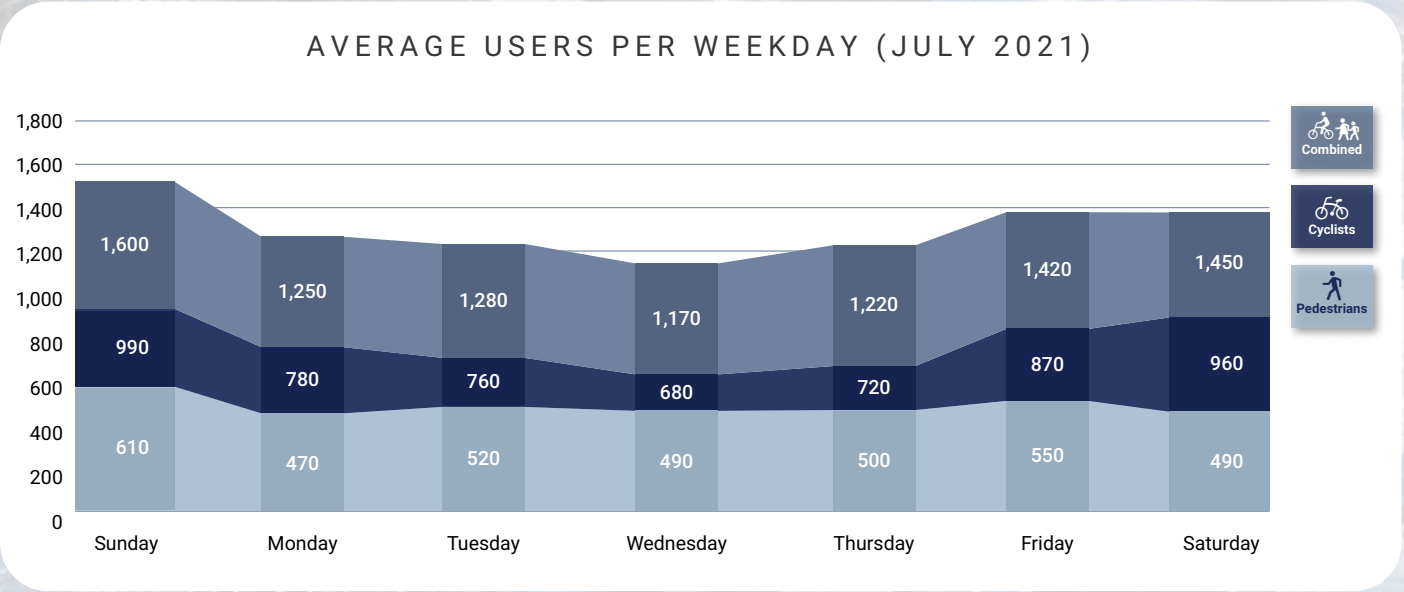


Figure 5. Average Trail Users by Weekday (July 2021). Source: Park City.

Mid-morning to early afternoon is the busiest time of day along the Rail Trail. While there are far more cyclists than pedestrians on the trail during peak hours, pedestrians outnumber cyclists on the shoulder times of day (early morning and late evening).

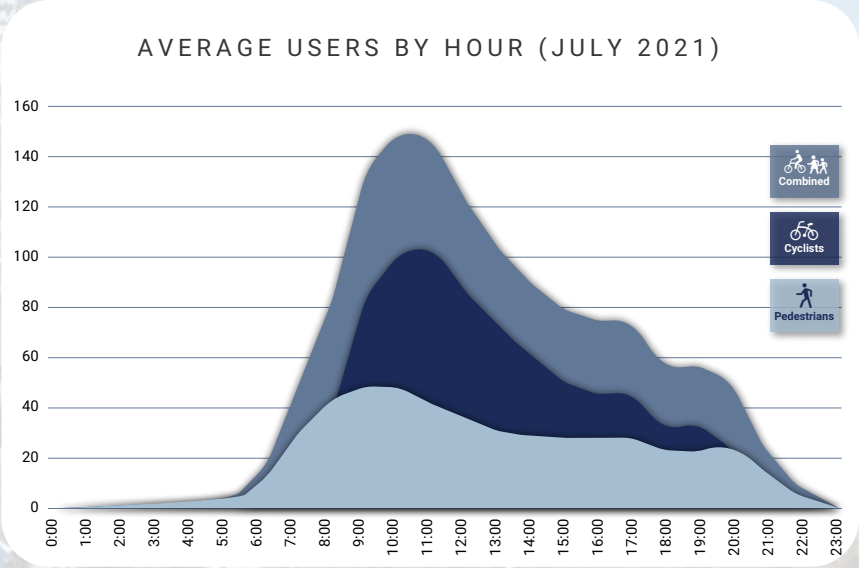


Figure 6. Average Rail Trail Users by Hour (July 2021). Source: Park City.

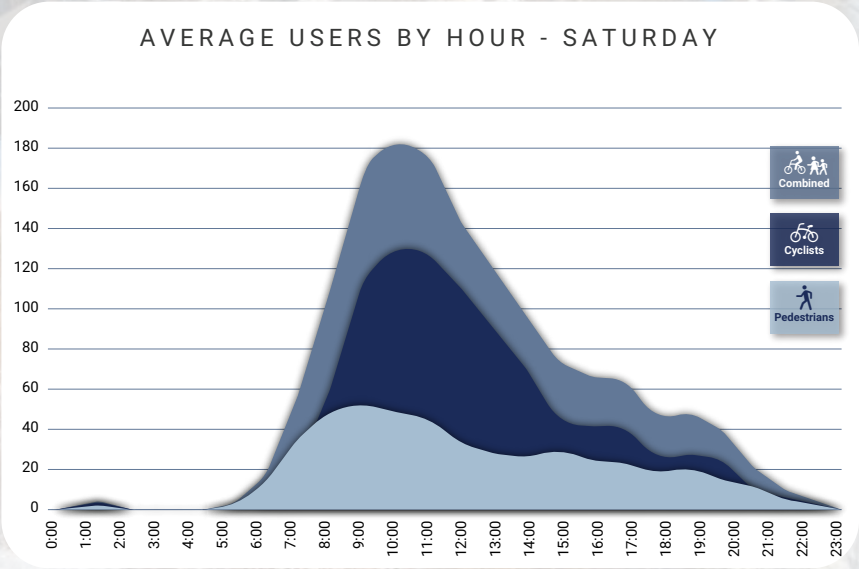


Figure 7. Average Saturday Users by Hour (July 2021). Source: Park City.

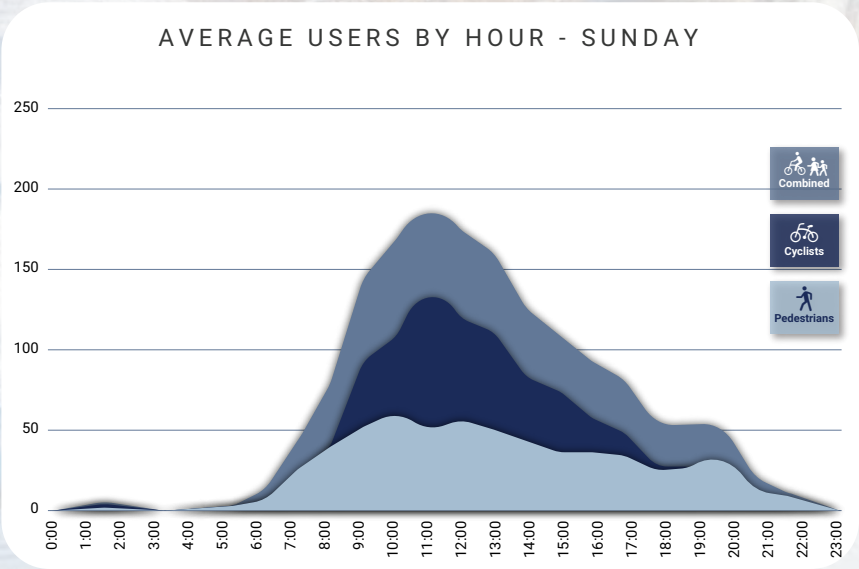


Figure 8. Average Sunday Users by Hour (July 2021). Source: Park City.

Trail Access Points

Existing access to the rail trail is provided via a variety of public and private property. The only designated public option for accessing the Rail Trail that includes parking is located at the Rail Central development and consists of 12 marked parking stalls.

Figure 9 shows trail access points and their parking supplies where applicable.

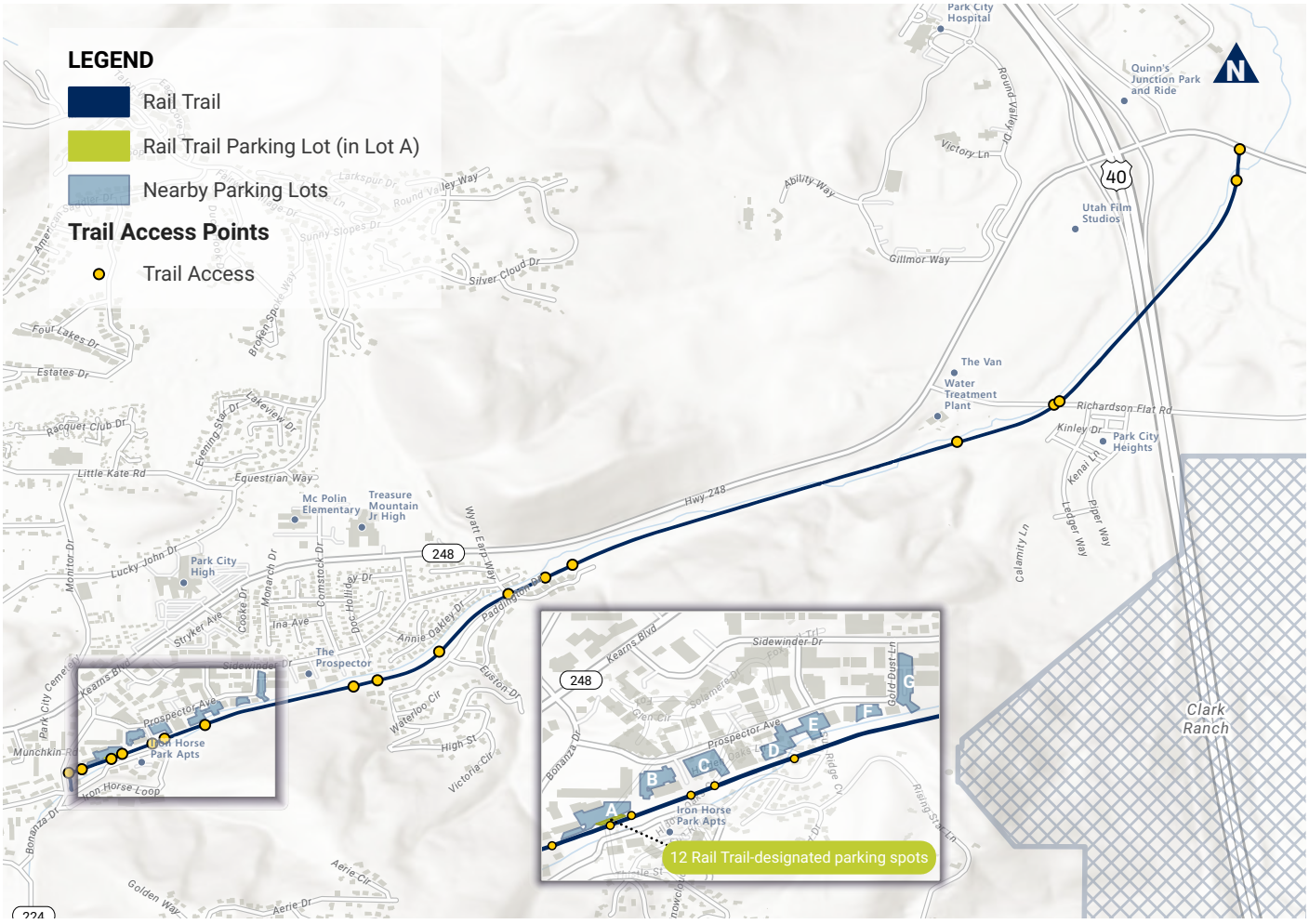


Figure 9 Trail Access Points and Existing Parking Supply

Trail users can also access the trail at its intersection with SR-248, Wyatt Earp Way, and Richardson Flat Road, although designated parking is not available at those locations. Accesses also available from Bonanza Drive, several pathways in Prospector and a pathway off Comstock Drive. Informal accesses in the form of desire lines can be seen throughout the trail, including near Paddington Drive, Euston Drive, and near Iron Horse Apartments. Currently, while there are twelve parking spaces officially designated for the Rail Trail as shown in the map above, city staff note that trail users use whatever parking they can find.

Environmental Features

locations. These are shown in **Figure 10**. More information on recommended actions relating to wetlands and trail improvements can be found in the "Trail Recommendations" section of this Plan.

The Rail Trail corridor is also within a known area of mine-impacted soils. The Richardson Flat Tailings site covers over 2,700 acres northeast of Park City, along the Rail Trail and Silver Creek between Prospector and I-80. The site consists of four operable units (OUs). The Rail Trail is partially within the Soils Ordinance Boundary, identified by the City, and contaminated soils issues will need to be addressed as trail improvements take place. More information on contaminated soils issues around the Rail Trail is available in the "Trail Recommendations" section of this Plan.

The Rail Trail is somewhat unusual in that it traverses both high-quality natural environments and also hazardous materials. Silver Creek parallels the Rail Trail throughout the corridor, and is home to a range of plant and animal species that make the Rail Trail a vibrant wildlife-viewing experience at times. Beavers frequently build dams in the creek that then cause the waters to overflow the banks onto the Rail Trail (see photo). Other animals such as birds, rodents, and larger mammals like deer and moose can also be seen along the corridor.

The Rail Trail is known to have wetland areas along its length. Park City has conducted wetland delineations in the past, and project team members also completed a desktop wetland determination to identify potential wetland


LEGEND
Water
Wetland
Talon Way
Eagle Crest Dr
Meadows Dr
Normans Way
Gallivan Loop
Lupine Ln
Larkspur Dr
Round Valley Way
Sunny Slopes Dr
Duck Hook Dr
Fairway Village Dr
Silver Cloud Dr
Broken Spoke Way
American Saddler Dr
Crestline Dr
Aspen Dr
Four Lakes Dr
Estates Dr
Estates Cir
Estates Pl
Holiday Ranch Loop Rd
Meadow Creek Dr
Creek Dr
Racquet Club Dr
Lakeview Dr
Evening Star Dr
Little Kate Rd
Equestrian Way
Monitor Dr
Lucky John Dr
Saddle View Way
Windrift Ln
Snow Creek Dr
Kearns Blvd
Woodbine Way
Park City Cemetery
Munchkin Rd
Bonanza Dr
Prospector Ave
Poison Creek Ln
Gold Dust Ln
Cooke Dr
Monarch Dr
Sunrise Cir
Sidewinder Dr
Ina Ave
Little Bessie Ave
Stroker Ave
Calumet Cir
Comstock Dr
Doc Holiday Dr
Buffalo Bill Dr
Wyatt Earp Way
Annie Oakley Dr
Penchurch Dr
Euston Dr
Paddington Dr
Waterloo Cir
High St
Victoria Cir
248
224
Lower Iron Horse Loop Rd
Iron Horse Loop
Iron Horse Dr
Homestake Rd
Lame Dog Ln
Park Ave
Short Line Rd
Captain Molly Dr
Silver King Dr
15Th St
Empire Ave
Woodside Ave
Sullivan Rd
Lowell Ave
Shadow Ridge Rd
14Th St
Norfolk Ave
13Th St
Deer Valley Dr
Golden Way
Aerie Cir
Eagle Way
Aerie Dr
Mariah Cir

Figure 10: Potential Wetland Locations

PUBLIC ENGAGEMENT AND OUTREACH PROCESS

3. PUBLIC ENGAGEMENT AND OUTREACH PROCESS

The Park City Rail Trail Master Plan relied on public input to inform its content. The project team hosted regular interactions with a stakeholder committee, solicited comments through a City-hosted website, held multiple public meetings, and sent out a survey. This Plan sought to engage the Rail Trail-using public as a key decision-maker in what the future of the Rail Trail will be.

OUTREACH GOALS

The overarching goal of the Rail Trail Master Plan outreach process was to strive for a broad range of meaningful public participation during the planning process. Stakeholders and members of the public were invited to feel ownership over the process and stay informed about the Plan's findings.

The purpose of outreach activities associated with the Park City Rail Trail Master Plan were to:

- Educate stakeholders and community members on key issues and objectives
- Prioritize the community's desires and needs
- Allow the project team to learn from the community
- Create confidence in the planning process to help achieve public ownership in the final Rail Trail plan and built projects

SUMMARY OF PAST OUTREACH EFFORTS FROM OTHER PLANS AND STUDIES

Outreach methods used in recent planning efforts were assessed to create a successful outreach strategy that resulted in gathering invaluable information without creating burnout or engagement fatigue among participants. This was an important step to understanding the methods that were used and what questions were asked about transportation in the recent past. **Table 1** outlines the previous planning projects and their associated engagement strategies.

Table 1. Previous Plan Engagement Strategies

PLANS	YEAR	IN-PERSON PUBLIC MTGS	ONLINE MTGS	SURVEY FORMAT	INTERVIEWS, FOCUS GROUPS, WORKSHOPS, CHARETTES	SITE TOUR	WEB SITE
Park City General Plan	2014	2	?	💻	?	-	✓
Park City Community Visioning	2009	2	✓	💻 📄	✓	-	✓
Quinn's Junction Plan	2004	-	-	-	-	-	-
Summit County Active Transportation Plan	2019	-	-	💻	-	✓	✓
PSPOA Improvement Projects Master Plan	2015	2	-	-	✓	-	-
Park City Forward	Ongoing	At least 2	-	📱	?		✓

💻 = Online Survey 📱 = Smart Phone-based Survey 📄 = Paper Survey

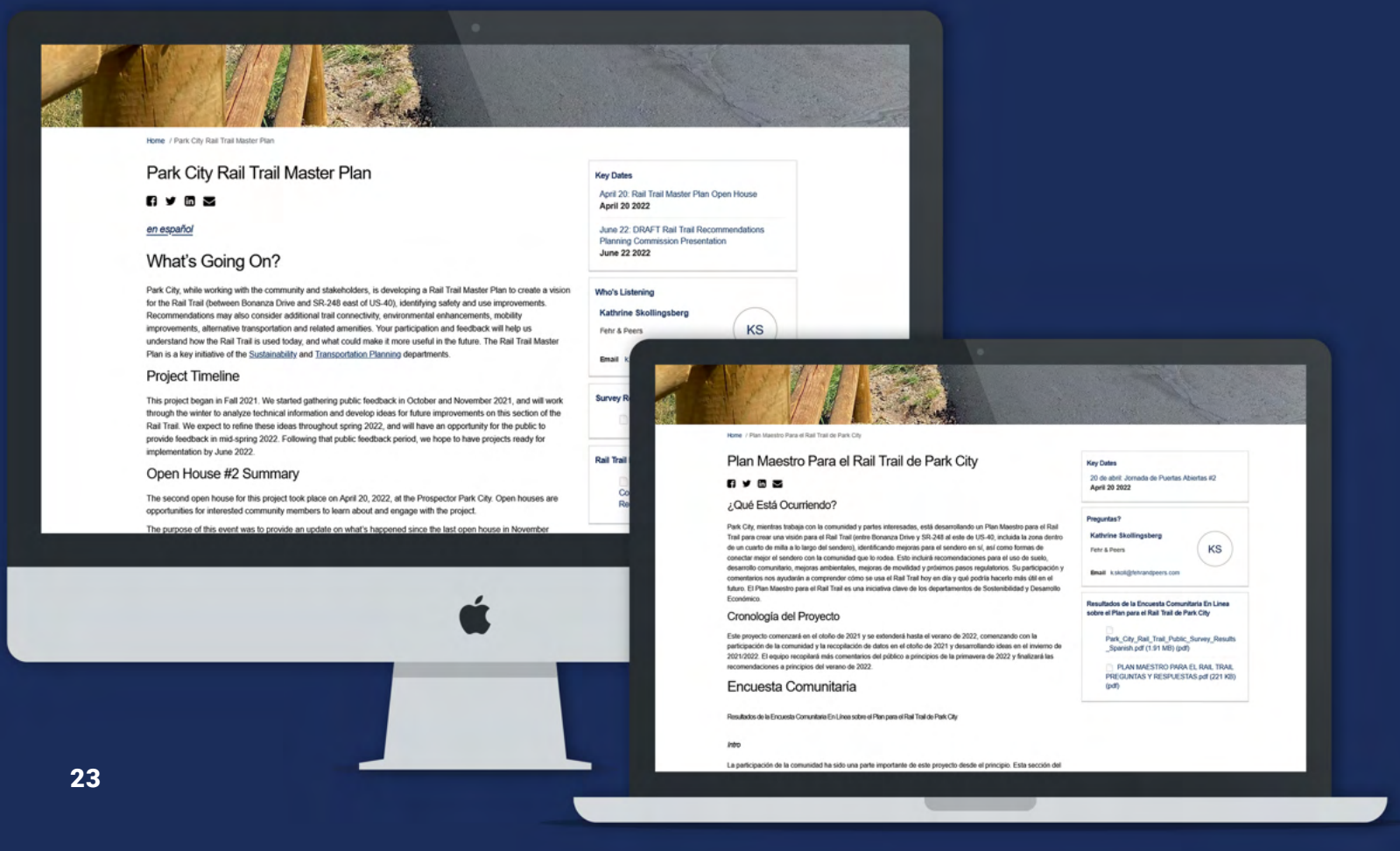
Previous planning efforts have utilized many forms of public engagement related to transportation. Many of the previous efforts utilized a website, and often an online or in-person survey was given.

As in previous planning efforts, this Plan also created an engagement plan for outreach efforts. While there is some overlap with the methods used in previous efforts, there were also unique engagement methods such as a stakeholder walking tour and trail intercept surveys. In addition, the project team was mindful of refreshing any information used in public engagement materials that might have been used in previous efforts to prevent participants from feeling like they repeatedly answered the same question.

In addition to targeted stakeholder outreach, the team delivered a public outreach program aimed at reaching diverse audiences throughout the community. The project team collected public feedback during initial phases of Plan development through both an online survey and face-to-face interactions with members of the public at an in-person open house. For this Plan, the project team sought public input through several major outlets, as outlined in **Table 2**.

Table 2. Project Outreach Activities

TYPE	DATES	PURPOSE
Traditional in-person open houses	November 17, 2021 April 20, 2022	Engage directly with the public at an event dedicated to the plan, with staff present to answer questions.
Trail Intercept Survey	October 1 - 2, 2021	Engage directly with the people who use the trail.
Stakeholder Walking Tour and Recommendations Review Meeting	November 16, 2021 April 5, 2022	Engage directly with stakeholders, give them a first-hand experience of the trail, hear their feedback on proposed recommendations.
Public User Group Survey	January 12 – February 14, 2022	To determine who uses this trail, who would like to use it, and what they want the trail to look like in the future.
Project website in English and Spanish: https://engageparkcity.org/rail-trail-espanol https://engageparkcity.org/rail-trail	Ongoing	The website is geared towards providing information related to the project and is updated on a need-be basis.



PARK CITY RAIL TRAIL MASTER PLAN STAKEHOLDER COMMITTEE

The stakeholder committee was comprised of representatives from a range of interests within the project area. The group included:

- Residents and people who recreate on the Rail Trail
- Local champions and advocacy groups
- Prospector neighborhood HOAs
- Prospector Square Property Owners Association (PSPOA) members
- Educational institutions
- Community-based organizations
- Community officials

Comprised of stakeholders from the public and private sectors, the steering committee acted as a sounding board for the duration of the Master Plan effort. Feedback from stakeholders was gathered throughout the plan's development, reflecting what was heard from the broader community.

The stakeholder committee met three times throughout the planning process. They were involved in setting the plan's tone and direction through feedback on analysis and recommendations on engagement strategies. **Table 3** outlines the stakeholder committee members involved in the project.

Table 3. Stakeholder Committee Members

NAME	AFFILIATION
Kyle Avery	Chatham Hills/Crossing HOA
Alex Butwinski	At-large
Spencer Byrne	All Season Adventures
Mary Closser	Recycle Utah
Craig Dennis	Prospector Square POA
Cariss Despain	Park City Heights HOA
Bob Edmiston	Park City School District
Sally Elliot	Prospector Park HOA
Todd Fisher	Silver Star Ski and Sport
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Mike Lewis	Vail Resorts
Megan McKenna	Park City High - APES

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Meeche White	National Ability Center
Ginger Wicks	HPCA
Hallie Wintzer	Resident
Nann Worel	Park City Council

STAKEHOLDER COMMITTEE RAIL TRAIL WALKING TOUR

On November 16, 2021, the project team and stakeholder committee conducted a walk audit of the Rail Trail. The purpose of which was to get the stakeholders to

- Experience the Rail Trail first-hand
- Evaluate how comfortable this trail is for people who walk and bike
- Think about the needs and opportunities of the trail, both now and in the future
- Spark ideas of what the trail could look like in 5, 10, or even 20 years

Participants were given a handout to help them keep track of the different elements that were being assessed. Along the way, project team members facilitated conversations with stakeholders to gather additional feedback and input on the Rail Trail.

PROJECT WEBSITE

Interested members of the public submitted comments and requested feedback through the project website, which was presented in English[1] and Spanish[2]. The website contained a comment submission form where the public could submit their questions, comments, and feedback. There were 18 total questions submitted by the public, to which the questions and responses were posted online.

INTERCEPT SURVEYS

In-person surveys were conducted on the Rail Trail at Bonanza Drive/Comstock and at PC Heights on a Friday and Saturday in early October. One hundred thirty-two responses were collected from 213 people (groups were surveyed as one response; the average group size was 1.61 people).

Intercept Survey Results

Initial statistics on the observed trail users:

- **63%** of observed trail users were cyclists
- **36%** were pedestrians
- **68%** used the trail more than once per week
- **20%** were first-time users
- **48%** were between the ages of 18 and 45
- **44%** were above the age of 45
- **44%** accessed the trail via bike
- **28%** on foot
- **20%** by car

Common feedback from trail users included:

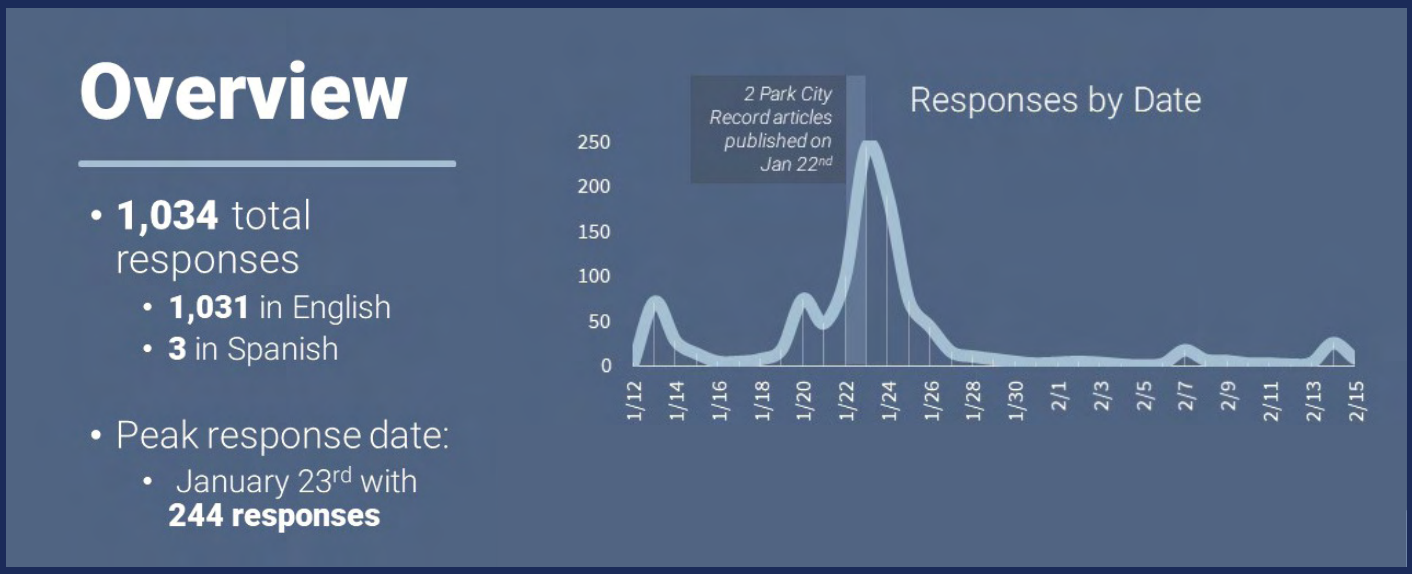
- Trail location was the most common favorite aspect of the trail (31%), followed by the paved nature of the trail (23%) and the lack of cars (17%)
- The most common suggestion for improvement from users was to improve wayfinding (16%). This was followed by delineation of modes (13%), improved crossings (8%), extended pavement (8%), and regulation of e-bike speeds (8%)

The Rail Trail seems to be in a convenient location for many users, such that the majority of users frequent the trail more than once per week. While the trail provides a paved refuge from vehicular traffic, users seem to feel constrained and/or in conflict with other modes (would like to see a delineation of modes, improved crossings, extended pavement, and regulation of e-bike speeds – totaling 37% of responses). Additionally, trail users interviewed indicated a high level of satisfaction with the trail but indicated a need for more separation between users, and more wayfinding.

1 *https://engageparkcity.org/rail-trail*
2 *https://engageparkcity.org/rail-trail-espanol*

PUBLIC USER GROUP SURVEY

The latest in a series of outreach efforts is an online public survey to help understand how the Rail Trail is used, what could make it more useful, and who is (or is not) using the trail today. The survey was conducted in both English and Spanish and was available online between January 12 and February 14, 2022. Overall, 1,034 total respondents took the survey. Of those, 97% indicated that they had previously been on the Rail Trail.



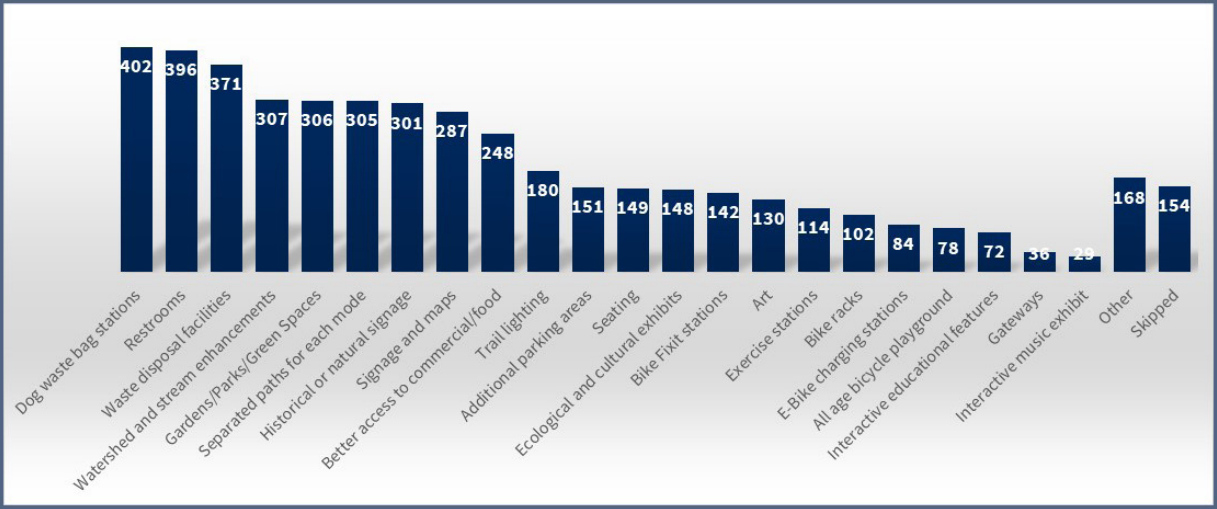
Of those who had been on the Rail Trail:

Respondents indicated that they used the Rail Trail less in the winter than they did the rest of the year. Most used the Rail Trail for recreation and exercise, but many said they used it to get to other trails or parks. Many respondents walk, bike, or drive to the Rail Trail, while others get there by other means, including horses, rollerblading, roller skiing, and cross-country skiing. Once there, the primary modes of transportation included walking, biking (this includes commuter, mountain, and e-bike), cross-country skis, and snowshoes. The trail is being accessed at various locations, including Round Valley, Prospector, White Pine/Iron Horse, and Bonanza.

When asked what amenities they wanted to experience along the Rail Trail, respondents indicated a preference for the following (from highest demand to lowest demand):

YES, BEEN ON RAIL TRAIL

9. What amenities do you want to experience along the Rail Trail? (select all that apply)



Overall, respondents wanted to see more connections made, including at Quinn's Junction, Park City Heights, and Jordanelle. In addition, many felt that design features such as signage and striping, overcrossings/bridges, and separating the trail by mode would help improve the overall experience. In total, 877 of the 1,034 survey respondents provided feedback that they would like some sort of improvement to the Rail Trail.

For those who had never been on the trail:

The 3% who had never been on the Rail Trail before stated that some common barriers they encountered were the lack of trail access from where they are, no available parking in locations where they would typically access the trail, and that the trail lacks important amenities. They felt that amenities such as directional/wayfinding signage, restrooms, trash, and dog waste stations would encourage them to try the Rail Trail.

Other Comments:

When asked what other feedback people had about the Rail Trail, about 47% of people who took the survey responded with additional specific thoughts and suggestions for recreational amenities, community development, environmental enhancements, or mobility improvements. Some comments included a desire to keep the Rail Trail as natural as possible, with roughly 5% of survey respondents indicated they would prefer to leave the Rail Trail as it is now, without any additional changes or improvements. Other comments focused on improving ongoing trail maintenance and creating more connections, with strong themes around signage regarding trail etiquette and separating paths by mode.

PUBLIC OPEN HOUSES

Open houses are opportunities for interested community members to learn about and engage with the project. Two open houses took place during this project, one at the start of the project to solicit ideas and help identify issues, and the second open house took place about three-quarters of the way through the project to solicit feedback on the proposed ideas and recommendations developed from the public feedback. The feedback received at the open houses helped Park City and the project team identify and refine the plan for the Rail Trail.

Public Open House #1

A public open house was conducted on November 17, 2021. Participants shared comments and suggestions for what to keep the same and what to improve along the Rail Trail. Open house participants were asked, “What do you like most about the Rail Trail?” to assist in developing draft goals for the Rail Trail Master Plan. The responses received at the open house, with more than fifty participants, fit broadly into two categories:

- Trail users value the Park City Rail Trail as a separate facility for multimodal uses that accommodates all ages and abilities with limited or no conflict with motor vehicles
- The scenic beauty of the Park City Rail Trail and the opportunity to interact with and/or observe nature along the Master Plan area is seen as a vital asset by trail users

Public Open House #2

A second public open house was conducted on April 20, 2022. This event drew 50-60 members of the public who provided feedback and comments on potential amenities, proposed trail cross-sections, and how important each of these ideas and recommendations was to them. Prominent feedback included:

- Disapproval of the concept of lighting along the trail
- Hesitation around the proposed width of the trail and its environmental impact
- Doubt that mode separation would be enforced

Nearly 200 comments were received from participants that enforced the recurring themes we've heard from the community regarding user safety and comfort, additional wayfinding and interpretive signage, additional opportunities to sit and rest with shade structures, connecting to key destinations, and preserving the natural habitat along the Rail Trail. Input also included:

- People supported separating uses such as pedestrians and bikers but had concerns about the proposed 25' width of asphalt as noted in the presented cross-section.
- People were supportive of the Wag'on Path as a means to provide additional separation of uses and as a means of allowing off-leash dog activity.
- People wanted clear and effective enforcement of etiquette and off-leash dogs,
- People wanted to keep the Rail Trail as natural as possible, preferring no lighting or very low-level lighting placed only at intersections or trailheads.

Participants were also asked how important each of the proposed ideas and recommendations were to them. Many felt that widening the trail, grooming the trail for winter use, and improved trail crossings and street crossings were high priorities, whereas dark-sky-friendly trail lighting, electronic trail counters, and trail signage adoption programs were low priorities.

RECURRING THEMES FROM THE PUBLIC ENGAGEMENT AND OUTREACH PROCESS

PRIMARY THEMES

SAFETY

Primary Theme

Stakeholders expressed ideas that would improve the safety and user experience on the trail, including separating the trail by mode, such as either a path that runs adjacent to the current trail or striping that separates the different modes on the existing trail. All without widening the existing trail more than necessary. Other safety elements included visible enforcement of trail rules (including off-leash dogs) and yield priorities, and improved crosswalks in areas where the trail crosses the road, such as the crossings at Wyatt Earp Way, Richardson Flat Road, and SR-248.

SIGNAGE AND WAYFINDING

Primary Theme

Participants expressed a strong desire for better signage and wayfinding both at the start and throughout the trail, including maps, trail etiquette/rules, etc. The comments ranged from right-of-way/yield prioritization signs, and points of interest signs that included commercial areas, to historical and educational signage

SEATING

Primary Theme

Stakeholders expressed a desire for more seating and benches along the trail.

BETTER ACCESS TO DESTINATIONS

Primary Theme

This included improved connectivity to other trails, commercial areas, and other destinations such as schools and residential areas.

PRESERVING NATURAL HABITATS

Primary Theme

Stakeholders wanted any improvements and enhancements to impact the surrounding areas and wildlife as little as possible.

SECONDARY THEMES

MAINTENANCE AND FACILITIES

Secondary Theme

This included the need for more trash and recycling facilities, restrooms, and additional parking opportunities for cars and bikes throughout the trail.

PROGRAMMING

Secondary Theme

Participants expressed ideas around programming on the Rail Trail, including potentially hosting events on the trail such as music festivals, art walks, or farmer's markets.

TRAIL RECOMMENDATIONS

4. TRAIL RECOMMENDATIONS

OVERVIEW

This section describes recommended improvements for implementation, which build on planning documents and public input.

TRAIL RECOMMENDATIONS

WIDEN RAIL TRAIL FROM BONANZA DRIVE TO SR-248

A primary recommendation of this Plan is to widen the Rail Trail footprint. Users of many different recreational modes of transportation utilize the Rail Trail. Outreach events indicated that lower-speed users (pedestrians) often feel unsafe due to the proximity of higher-speed users (cyclists). To minimize this concern, the Rail Trail should be widened to 18 feet. This widened cross section will include ten feet of asphalt pavement for cyclists, using striping and stencils to delineate the direction of travel, and eight feet of a crushed-rock surface for pedestrians which will be ADA accessible. Pedestrians will be on the south side of the trail (closer to the hillside), and cyclists will be on the north side of the trail (closer to SR-248). The preferred cross-section is shown in **Figure 11**.

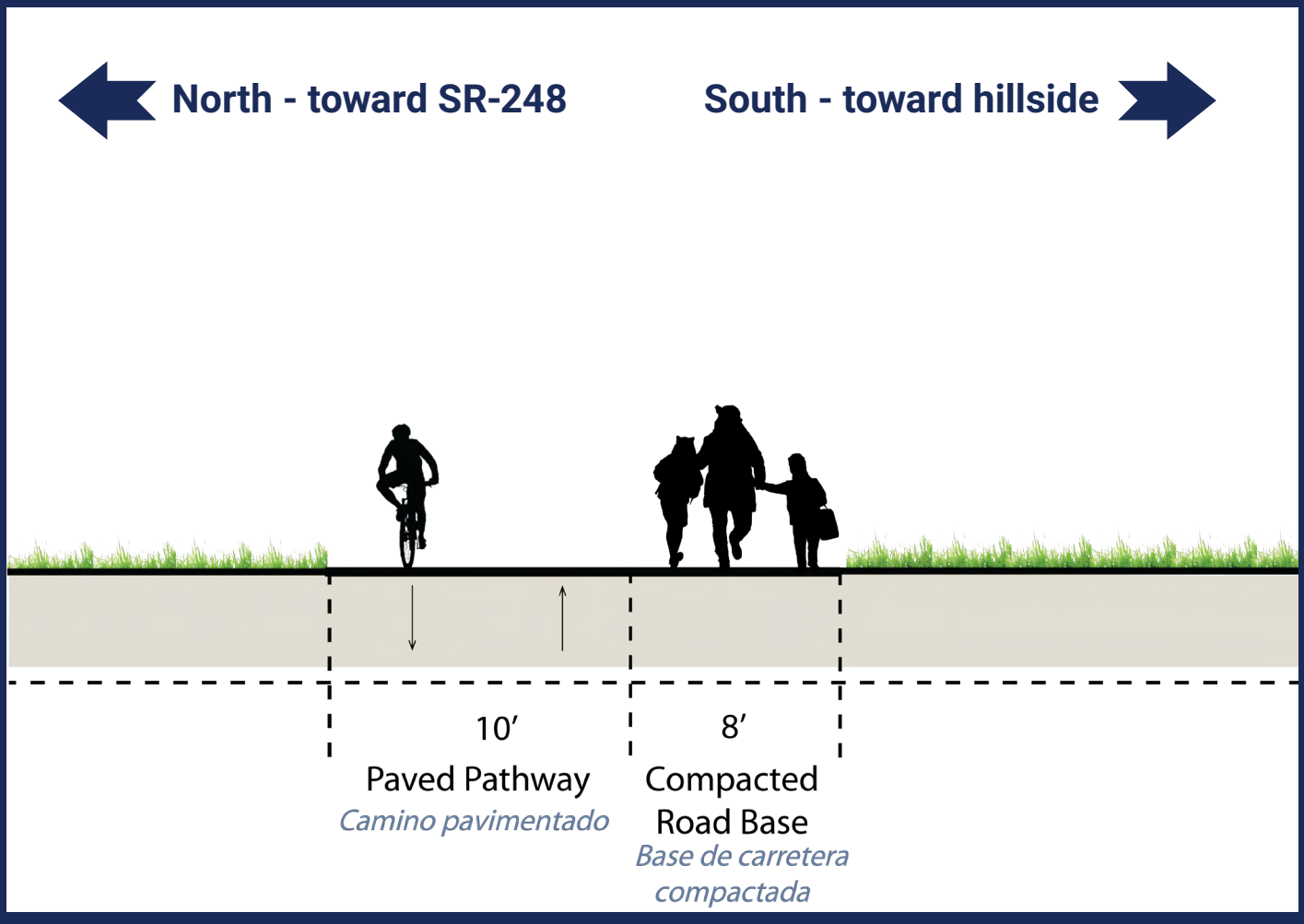


Figure 11. Proposed Typical Rail Trail Cross-Section (Source: GSBS Architects)

TRAIL AMENITIES AND NODES

This Plan recommends adding a range of amenities for trail users at nodes along the Rail Trail corridor. Nodes are locations along the trail nodes where action happens. This could be at a trail access point, a trail crossing or diversion, or near an activity center. Nodes are locations where trail users are likely to congregate. Thus, amenities should be focused on these locations. All nodes need to be reachable via the trail corridor or an adjacent roadway for maintenance. To provide a variety of amenities within an accessible distance throughout the length of the trail, nodes are distributed throughout the Plan area. Recommended nodes are classified as major and minor to differentiate expected levels of activity and the scale of amenities provided. Proposed node locations are shown in **Figure 12**.

Major Amenity Nodes

Major nodes provide the most amenities as they are a location where trail users are most likely to gather. Major amenity nodes can include restrooms, trailhead parking, outdoor dining space, lighting, wayfinding/orientation maps, waste receptacles, pet waste bag dispensers, and benches. These nodes could also include a collection of chairs/seating/tables around urban areas of the trail, creating spaces for people to socialize, take meals from food trucks, meet with friends, or engage in other social activities. Major nodes should comply with design requirements defined by the Americans with Disabilities Act (ADA) and accommodate all trail users.

Major amenity nodes are proposed near White Pine, Silver Mountain, Euston Drive, and Richardson Flat Road, as shown in **Figure 12**.

Minor Amenity Nodes

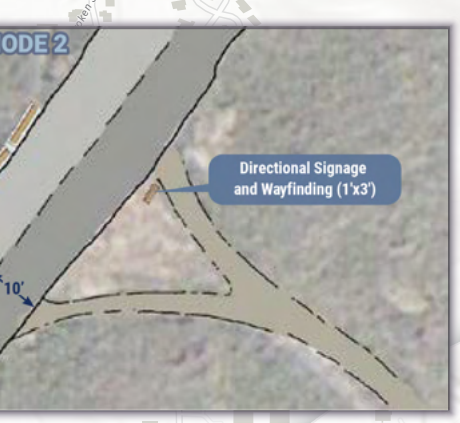
Minor amenity nodes offer a portion of the amenities found at major nodes: benches, lighting, waste receptacles, and pet waste bag dispensers. These nodes are proposed near Comstock Drive, Wyatt Earp Way, Euston Drive, and Richardson Flat Road, as shown in **Figure 12**.

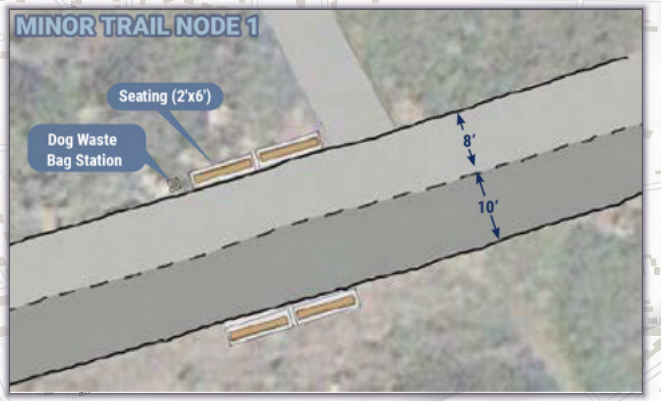
Dark-Sky-Friendly Trail Lighting

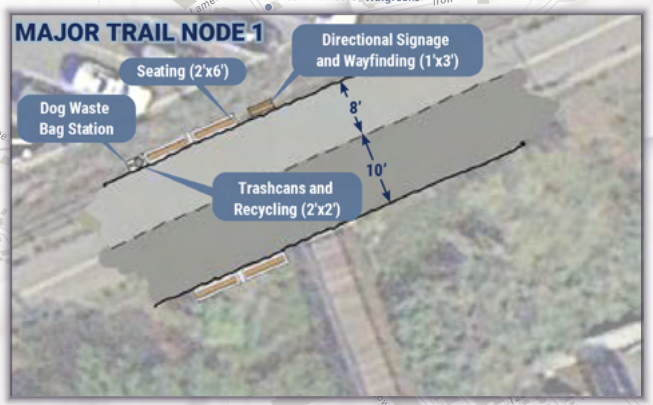
Lighting helps pedestrians and cyclists feel more comfortable and safer after dark, allowing extended recreation and transportation. The natural beauty of Park City is one of its greatest assets, and controlling light pollution, using necessary lighting levels, and appropriate lighting design are all needed to ensure that Park City's noteworthy beauty is not affected. Public feedback on the need for lighting was mixed: some people felt it was needed to improve safety, while others argued against potential light pollution impacts. This Plan proposes lighting only at restroom locations and at trail crossings at roadways; **there would not be any other lighting installed along the rest of the corridor**. Lighting should be dark-sky friendly and should not stay on past 11:00 pm in accordance with Park City code. Down-lit bollard lighting should be fully shielded to reduce the amount of light absorbed into the night sky. Furthermore, utilizing solar light fixtures

LEGEND

- Potential Major Trail Node
- Potential Minor Trail Node
- Rail Trail
- Quarter-mile buffer







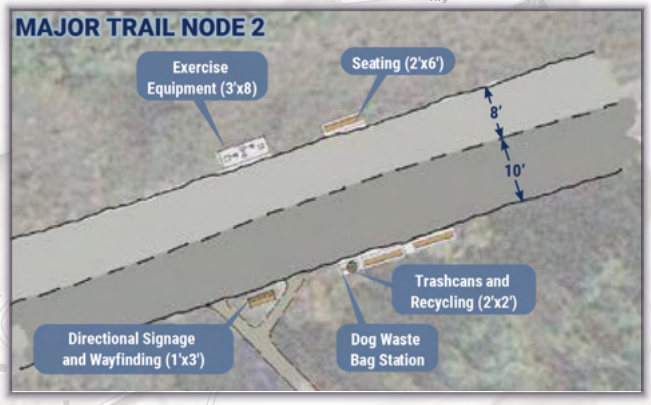


Figure 12. Proposed Major and Minor Node Locations Along the Rail Trail .

will minimize environmental impacts from implementation and operation.

ACTION ITEMS

This Plan identifies action items for Park City to fulfill as this project moves forward into implementation. Action items are separated into short-, medium-, and long-term categories depending on the amount of work required for each item and the tasks that might precede it.

Short-Term (2022 – 2023)

TRAIL SURFACE STRIPING IMPROVEMENTS

Many of the recommendations discussed in this Plan will take several years to implement. In the immediate near-term, to enhance the safety of all trail users, spaces should be defined and striped to separate pedestrians from cyclists. The current ten-foot pavement width can be striped with a centerline to indicate space for cyclists (on the north side, closer to SR-248) and pedestrians (on the south side, or the side closest to the mountain).

ESTABLISH DESIGN SPECIFICATIONS FOR AMENITIES

Park City should establish design specifications for Rail Trail amenities to ensure that the trail maintains the look-and-feel desired by the City and its residents. These should include specifications for:

- Trash and recycling receptacles
- Dog waste bag stations
- Bicycle racks
- Bicycle fix-it stations
- Lighting at restrooms and trail crossings
- Seating
- Shelters
- Possible trees or landscaping
- Exercise equipment
- Picnic tables

The City may also wish to develop a process by which public art pieces are selected and designed for the trailheads. Stakeholders expressed a desire to incorporate art at all trailheads. The City may choose to establish a committee to solicit art proposals and evaluate the submittals for implementation.

ADD SMALL-SCALE AMENITIES

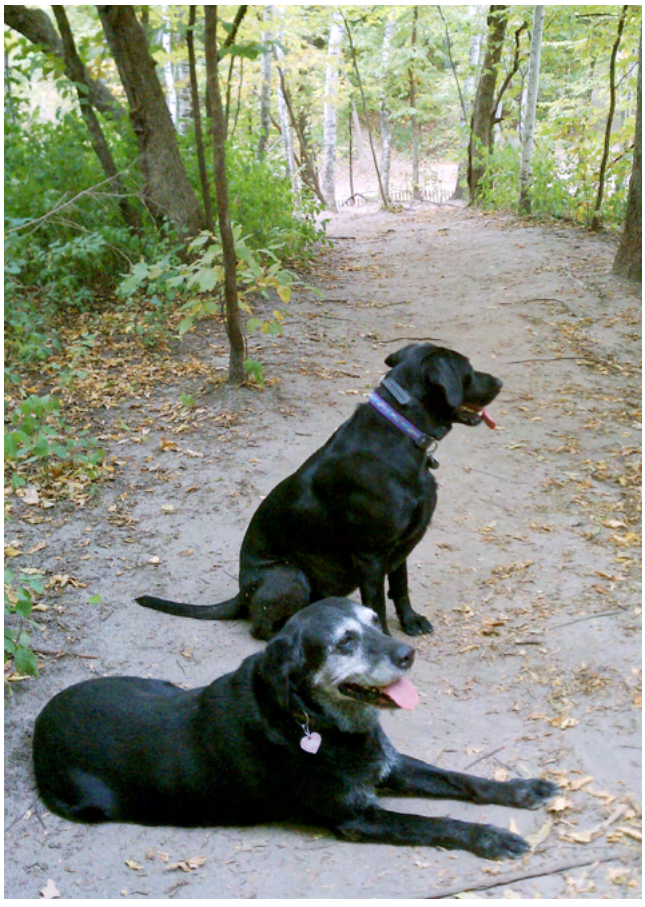
While some of the trailhead amenities discussed in this Plan will require more space and funding, others are relatively simple to implement and can be installed immediately. Many trail users reported a need for more trash receptacles along the Rail Trail, and more locations with dog waste bags to encourage dog owners to pick up after their pets. These amenities will help keep the Rail Trail clean while additional amenities are planned. Park City will need to plan for additional maintenance funds and operations to remove waste in a timely manner and refill dog waste bag stations. Park City could also add more wayfinding signage posts to help trail users reach destinations along the trail, such as Prospector Park, the Prospector Business District, and “the Van” (the body of an abandoned van that was relocated from the wetland areas to a new home near the SR-248/Richardson Flat Road intersection, and which remains near and dear to the hearts of Parkites).

THE WAG’ON TRAIL

During the outreach process, people noted a need for an official off-leash dog trail near the Rail Trail. The Rail Trail itself is not officially an off-leash trail, and Park City does not intend to designate it as an off-leash trail. However, the soft-surface trails that parallel the Rail Trail along the old wagon road could be fully connected and

designated as an off-leash dog trail. This would include parts of the Freemason Trail and the Bonanza Trail near White Pine, and would extend eastwards along the south side of the Rail Trail until Richardson Flat Road.

Implementing the Wag'on Trail involves several action items. Near White Pine, the City should explore a connection to this trail alternative through the Sommer parcel owned by the City, to connect Rail Trail users to the Wag'on Trail without going through private properties on Iron Horse Loop Road. The City should identify other connections that may be needed to create this linear alternative to the Rail Trail, assess whether they are on private or public property, and determine whether easements could be discussed with property holders. Park City also needs to set up regulations to officially allow the Wag'on Trail as an off-leash trail, and determine the level of enforcement associated with those regulations.



ENVIRONMENTAL MAPPING AND PERMITTING

Riparian features such as Silver Creek, running alongside the Rail Trail, are environmentally sensitive areas that require careful handling and planning. Park City should conduct several environmental surveys as soon as possible to assess environmental resources that may be impacted by trail expansion. This includes field surveys for threatened and endangered species such as Ute Ladies' Tresses, which may only be done at the times of year when these species can be observed. This also includes delineation of wetlands along the corridor. For the purposes of this study, the project team used past wetland delineations that were conducted for previous Park City projects and combined them with a desktop wetland determination to prepare a preliminary wetland map. The results of those efforts helped the project team better understand impacts to wetlands and Waters of the United States as the conceptual alignment of the trail and improvements were identified.

Existing wetlands, and potential impacts to those wetlands, along the Rail Trail corridor require US Army Corps of Engineers coordination and permitting. As the City plans to widen the trail corridor and design adjacent features such as observation areas, it is recommended that the City take the following steps prior to, or concurrent with, the final design of the proposed trail elements:

1. **Wetland Delineation:** A full wetland delineation should be prepared following the US Army Corps of Engineers standards and guidelines. Once prepared, the delineation should either be submitted for an Approved Jurisdictional Determination or it should be submitted as an Individual

404-Permit. The timeframe to prepare documents such as these is 30 to 60 days.

2. **404-Individual Permit:** It is likely, given the larger trail footprint, that permanent impacts to wetlands and Waters of the US will occur due to the widening of the existing Rail Trail and the installation of associated trail features. Therefore, it is recommended that the City prepare and submit an Individual 404-Permit to the US Army Corps of Engineers to determine wetland impacts, project alternatives, and wetland mitigation requirements. An approved permit should be issued prior to the completion of the trail construction documents. The timeframe to prepare the initial permit document could be from three to six months. It should be noted that once the permit is submitted to the US Army Corps of Engineers, the Individual 404-Permitting process can take between six months to two years (or longer) of coordination and mitigation negotiations. The timeframe is dependent upon the US Army Corps of Engineers' current workload, the wetland impacts, alternatives, and mitigation requirements.

As noted in the "Opportunities and Constraints" section of this Plan, the Rail Trail corridor passes through known areas of contaminated soils in the Richardson Flat Tailings site. Areas within OU-2, OU-3, and OU-4 as well as areas just outside, known as the Park City Landscaping and Maintenance of Soil Cover (The Soil Ordinance. Park City Municipal Code 11-15-1), should have soils screened if excavation is anticipated within those soils. The screening shall include levels of lead and arsenic concentrations, and an action plan shall be prepared for proper disposal of those soils if the levels exceed an allowed threshold. Any soils exceeding an allowed threshold cannot be reused on-site and must be transported off-site for disposal at an approved soil disposal location.

Park City should prepare a soils management plan during the final design for the Rail Trail to determine an action plan if existing soils are planned to be impacted during construction.

DEVELOP FINAL DESIGN FOR TRAIL IMPROVEMENTS

This Plan identifies high-level conceptual improvements for Park City to begin with, but a more detailed set of design drawings will be needed to support construction activities and to assist in the assessment of environmental issues described above. Park City should retain a consultant to develop this design and coordinate with team members executing the environmental clearance steps identified in this Plan.

WINTER MAINTENANCE COORDINATION

Park City will be relying on the Mountain Trails Foundation to conduct winter maintenance, and should coordinate with that organization to ensure that user group's needs are met on the Rail Trail, now and in the future. Prior to Park City's role as steward of the Rail Trail, the Utah Division of State Parks arranged for a contractor to conduct maintenance, so the transfer of those responsibilities will be a new role for the Mountain Trails Foundation. Clear communication and coordination on roles will help make this a smooth transition.

COORDINATION ON SURPLUS STATE PROPERTY

The Utah Department of Transportation (UDOT) owns land near the Richardson Flat trailhead, some of which is considered surplus property and has no other uses planned for it. Park City should approach UDOT to determine whether some of that land can be transferred to Park City

for use as trailhead parking with a vault toilet. The process of negotiating a change of ownership for this property is likely a long-lead task, which should start immediately in order for the trailhead to be opened alongside the Rail Trail improvements.

IMPROVE TRAIL CONNECTIONS

The proposed approach to improving connections along the Rail Trail is three-fold: adding paved trail connections to high-traffic areas, creating soft-surface trail connections to accommodate different trail uses, and connecting the trail to the Clark Ranch Bike Path. This Plan proposes creating an interconnected system of paved- and soft-surface trail connections. Details of this approach are provided on the following pages and in **Figure 13**.

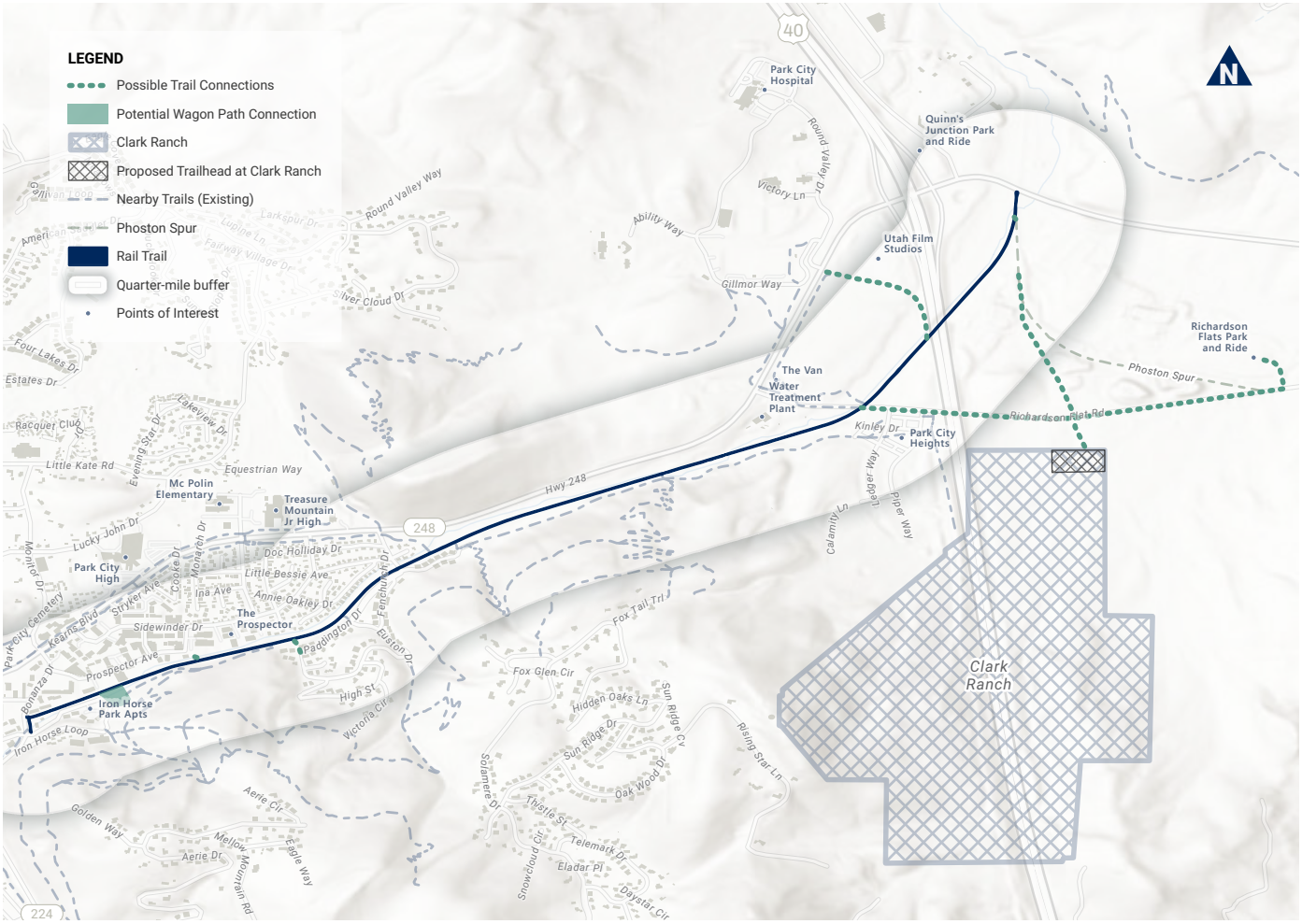


Figure 13 Proposed Trail Connections

Paved Trail Connections

Paved trail connections link the Rail Trail to other destinations. In this plan, the team proposes creating paved surface connections to facilities such as the Phoston Spur, Silver Mountain Spa, Paddington Drive near Euston Drive, and connections to business properties in White Pine/Prospector area.

To accomplish this, the next steps will likely include

- Identify locations where commercial businesses currently face away from the trail and work with business owners to orient businesses towards the trail
- Identify potential right-of-way (ROW) or easement needs
- Coordinate with adjoining jurisdictions where needed
- Share information from the ongoing Park City Active Transportation Plan for connections along the trail
- Design trail connections

Soft Surface Trail Connections

Soft surface trail connections are a nature-based alternative to paved trail connections that create ideal surfaces for runners, joggers, hikers, walkers, mountain bike users, and more. As stated above, this Plan proposes creating an interconnected system of paved- and soft-surface trail connections to maximize the benefits of each.

Soft surface trail connections along the Rail Trail and parallel to it would create links to the existing mountain bike trail network, create more connections between the Rail Trail and Wag'on Trail, and create and improve upon side paths or trails for people learning to mountain bike, connecting to the main trail but away from or adjacent to the corridor.

The next steps will likely include:

- Identify gaps between the trail and mountain bike network
- Coordinate with Park City Active Transportation Plan recommendations
- Identify the surface types (i.e., dirt over road base)
- Identify locations for potential easements and encroachments, consider topography and uphill/downhill sections
- Review existing parallel trails for improvements or extensions along the corridor.
- Coordinate with Basin Rec and/or the Mountain Trails Foundation (MTF) on right-of-way (ROW) needs, trail building, and maintenance.

Connect to Clark Ranch Trail System

Trails on the city-owned Clark Ranch properties are currently being built, and are a prime opportunity to improve trail connectivity for the Rail Trail. This plan recommends connecting the Rail Trail to the Clark Ranch area. In addition, ensure that the Rail Trail/Clark Ranch areas connect to other local and regional sites, such as the Phoston Spur, Richardson Flat park-and-ride, other trailheads and trails, and National Ability Center (including accessible trails). Possible connections to Clark Ranch are shown in **Figure 13**.

Source: Park City Record

Medium-Term (2023 – 2025)

WIDEN TRAIL SECTIONS AND INSTALL AMENITIES

Once the final design and environmental permitting steps are complete, Park City can move forward with widening the Rail Trail. This Plan recommends moving forward with the Bonanza Drive to Wyatt Earp Way section of the trail first in the 2024 construction season, assuming all design and permitting steps are complete, followed by the section from Wyatt Earp Way to Richardson Flat Road in 2025. This prioritizes widening the trail in the busier sections closer to town, so that the benefit felt by the largest number of people occurs sooner rather than later. As sections of the trail are widened, Park City can install the planned amenities identified in **Figure 12**.

CROSSING IMPROVEMENTS

Within the study area boundaries, the Rail Trail crosses three roads: Wyatt Earp Way, Richardson Flat Road, and SR-248. These crossings were seen as key areas for potential improvements to be addressed in this Plan. Park City is already working on securing funding for a grade-separated crossing at SR-248. Recommended crossing improvements at Wyatt Earp Way and Richardson Flat Road are described on the following pages.

Wyatt Earp Way

In its existing configuration, the Rail Trail crosses Wyatt Earp Way at-grade, with trail users instructed to stop by existing STOP signs. Vehicular traffic approaching the Rail Trail on Wyatt Earp Way is uncontrolled, with Wyatt Earp Way being treated as the major street at what is effectively a four-legged intersection. Drivers are presented with warning signage that the trail is ahead and to expect trail users. The Rail Trail is closed to motor vehicle traffic by horizontal gates on each leg, which require that trail users navigate around these gates and through narrow openings on either side. The existing Rail Trail crossing at Wyatt Earp Way is shown in **Figure 14**. During peak periods, the Rail Trail is more heavily used than Wyatt Earp Way.

Noting that at points west of Wyatt Earp Way, the Rail Trail crosses roads at grade-separated crossings free from vehicular conflict, this Plan proposes to reconfigure the Wyatt Earp Way crossing as follows:

- Implement a STOP control on Wyatt Earp Way, reprioritizing the Rail Trail as the predominant movement at the intersection
- After widening the trail as proposed elsewhere in this Plan, install strategically placed gates that allow trail users to move freely through the intersection and prohibit motor vehicles from accessing the trail
    - At least one bollard on each leg of the trail should be removable to allow for maintenance and emergency vehicle access, or gates should be able to be unlocked and swung open
- Install high-visibility (ladder-style) markings at the crossing to improve visibility of the crossing for approaching drivers, which is critical in a place like Park City with such high volumes of tourists
- Install warning signage on either leg of the trail to notify trail users of the approaching crossing

This reconfiguration of the Wyatt Earp Way crossing should enhance the usability and comfort of the Rail Trail while aligning with the City's goals of improving multimodal connectivity. A conceptual diagram of the proposed crossing improvements is shown in **Figure 15**.

Figure 14 Existing Rail Trail Crossing at Wyatt Earp Way

Figure 15 Conceptual Crossing Diagram for Wyatt Earp Way

Richardson Flat Road

In its existing configuration, the Rail Trail crosses Richardson Flat Road at-grade, with no existing signage directing trail users to stop or yield to vehicular traffic. Vehicular traffic approaching the Rail Trail on Richardson Flat Road is uncontrolled. There is a push button-activated Rectangular Rapid Flashing Beacon (RRFB), which, when activated, alerts approaching drivers to trail users crossing Richardson Flat Road. The Trail is closed to motor vehicle traffic by horizontal gates on either side, which require that trail users navigate around these gates and through narrow openings on either side. The existing Rail Trail crossing at Richardson Flat Road is shown in **Figure 16**.

Noting that the volume of trail users decreases substantially where the Rail Trail is farther from downtown Park City and areas of greater residential density, this Plan proposes to continue to treat Richardson Flat Road as the major street at this crossing. With stopping and corner sight distance (the distances at which trail users can see approaching drivers and vice versa), recommended enhancements at the Richardson Flat Road are as follows:

- Maintain the existing RRFB, though with push buttons placed in more accessible locations, ideally increasing use
- Replace existing single swing gates on each leg of the Trail with staggered, fixed gates that allow for more comfortable maneuvering while still requiring trail users to slow before approaching the crossing
- Implement high-visibility crosswalk markings to further improve visibility of the crosswalk for approaching drivers

This reconfiguration of the Richardson Flat Road crossing should enhance the usability and comfort of the Rail Trail while maintaining the existing trail alignment. A conceptual diagram of the proposed crossing improvements is shown in **Figure 17**.

Figure 16 Existing Rail Trail Crossing at Richardson Flat Road

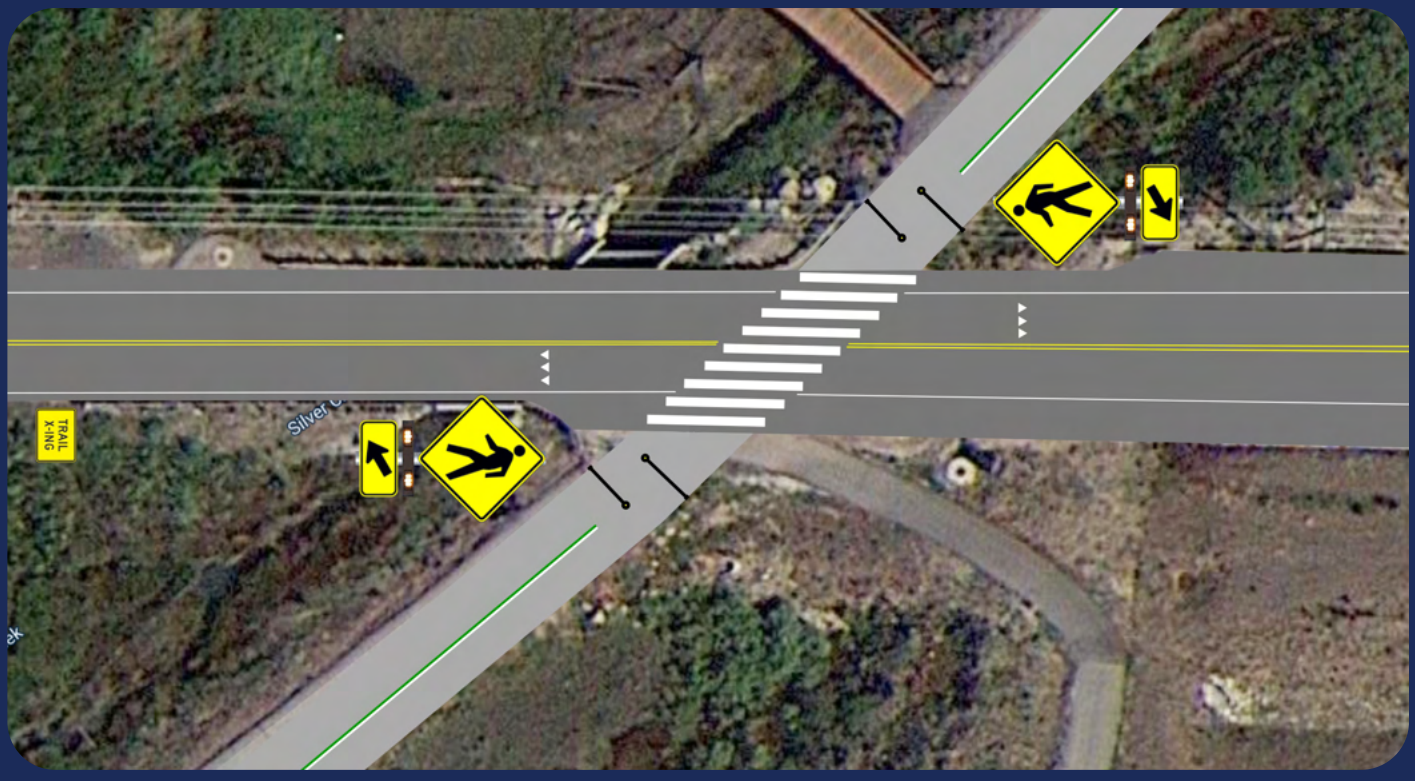


Figure 17 Conceptual Crossing Diagram for Richardson Flat Road

CLARIFY TRAILHEAD MAPS

Park City generally has excellent trailhead maps and trail wayfinding, making it a superior experience for trail users from around the globe. Therefore, opportunities for improvement are limited. One recurring theme that emerged during public outreach was confusion around the color-coded stencils on the Rail Trail surface, which are intended to establish common trail origins and destinations and help trail users get from one place to another. Public feedback indicated that people sometimes did not know what the colors were indicating, or the locations they were connecting. Clearer display of this information on trailhead kiosk maps may help, or increased integration of the "pathway maps" that indicate the color-coded routes with other trailhead signage. Additionally, Park City may want to consider adding more information to maps about potential destinations along the trail, including commercial districts that may be popular spots for tourists and that can be reached by the trail or rail connections.

Trailhead maps could also be updated to include relevant information about trail usage rules. For instance, trailhead maps and kiosks could provide guidance on e-bike use and etiquette when passing pedestrians and other cyclists; post speed limits; inform users on when busiest or quietest times of day on the trail to encourage increased distribution of trail use throughout the day.

DESIGN INTERPRETIVE PANELS

Opportunities abound along the Rail Trail to inform trail users on the history of the corridor and the natural environment surrounding it. The trail already has several interpretive panels providing brief histories of mining in Park City, rail depots, and other topics. At the Rail Trail crossing at Wyatt Earp Way, several objects suggest at the area's mining heritage but no explanation is offered. Elsewhere along the corridor, Rail Trail users could learn and be enriched by panels describing the natural habitats along Silver Creek or lessons learned on environmental cleanup efforts at Richardson Flat. Park City can develop a plan for additional interpretive panels and their installation in order to build on the user experience on the Rail Trail.

IDENTIFY WILDLIFE VIEWING AREAS

The Rail Trail corridor is home to many different species of wildlife. Public input made clear the magnitude of enjoyment derived from watching surrounding wildlife along the Rail Trail. To further encourage safe and educational wildlife viewing, Park City should work with natural resource specialists to identify appropriate viewing locations and features. These might include interpretive signage about common species and their habitat, boardwalks, trail diversions, or small structures to shelter from the elements.

Public feedback during this planning process often turned to the topic of continued water flow in Silver Creek, with some participants asking about rumors that the creek's water was to be shut off upstream. Park City should coordinate internally on the future plan for this drainage and develop messaging to address these and other concerns, such as strategies to keep water moving and prevent stagnation, or investing in plantings that will withstand drier conditions if the stream is rerouted or if water conditions change due to climate change.

Long-Term (2025 – 2027)

FUND, DESIGN, AND CONSTRUCT SR-248 BRIDGE

The SR-248 Rail Trail crossing currently has a basic striped crosswalk and a Rapid Rectangular Flashing Beacon to warn drivers of the presence of trail users. The posted speed limit on SR-248 is 55 miles per hour, which is likely to cause death or serious injuries to trail users if they were to be hit by oncoming traffic. Park City's long-term goal for this crossing is to install a pedestrian bridge to remove this risk for trail users. Trail bridges take considerably more time and funding for implementation than the other enhancements proposed in this Plan. Park City can start working now to apply for funding grants, build partnerships with state and local officials, and create a design for a future bridge that meets the goals of the trail and enhances safety for everyone.

WIDEN RAIL TRAIL FROM RICHARDSON FLAT ROAD TO SR-248

Upon completing the widening of the western sections of the Rail Trail, Park City can move forward with the widening of the final section from Richardson Flat Road to SR-248. Trail crossing improvements at Richardson Flat Road would have been completed in the previous phase of this Plan, and the widening of this section can be timed to coincide with the proposed bridge construction. Trail widening need not wait for bridge completion in order to occur, however, if funding and construction of the SR-248 trail bridge takes longer than anticipated in this Plan.

IMPLEMENT WILDLIFE VIEWING AREAS

After Park City and wildlife specialists have identified appropriate locations for wildlife viewing in the medium-term phase of this Plan, the City can move forward with adding viewing and interpretive features in these locations. Dedicating space and signage will provide a safe and separate location for viewing and increase awareness of the importance of the natural environment.

COST ESTIMATES

The project team developed cost estimates for the Rail Trail by quantifying the proposed changes to the Rail Trail and applying unit costs to the proposed changes. For most items, unit costs were developed in collaboration with project team members GSBS (e.g., trail lighting, exercise equipment, and trail seating), Park City (trail restrooms), and Bowen Collins Associates (wetlands mitigations). For other items, unit costs were based on historical prices from the Rossi Hill reconstruction project (signage, asphalt, aggregate base), historical prices from comparable projects in California and Washington State (RRFB assemblies, pavement markings, flexible delineators, etc.), or prices directly from vendors (timber pile boardwalk). A high-level cost estimate for these components for the length of the trail is approximately $2.1 million. This estimate does not include additional costs to account for mobilization, design engineering, construction administration, the SR-248 bridge, or other miscellaneous contingencies. The cost estimate is provided in the Appendix to this Plan.


PUSH BUTTON
FOR

FUNDING SOURCES

05. FUNDING SOURCES

OVERVIEW

Implementing these recommendations may require funding from a range of sources, including potential funding sources that exist at the federal, state, and local levels. **Table 4** describes potential funding sources for recommendations included in this Plan.

Table 4. Potential Funding Sources

NAME & DESCRIPTION	MORE INFORMATION
Federal and State Funding Sources	
 **State Class B and C Program Fund** Class B and C funds can be used for maintenance and construction projects, including active transportation; however, thirty percent of those funds must be used for construction or maintenance projects that exceed $40,000. The remainder of these funds can be used to match federal funds or pay the principal, interest, premiums, and reserves for issued bonds.	Learn more: www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance View regulations: https://drive.google.com/file/d/10KwUcoo9En7H8yYulOWzZxi3QnFZ6g1K/view
 **Safe Routes to School (SRTS)** UDOT administers Safe Routes to School (SRTS) funding. This is a $1.2 Million annual fund to pay for active transportation safety improvements within two miles of schools across the state. Cities apply for this funding which is a reimbursement fund with no matching dollars required. This money can be used for improvements such as new trails or sidewalks, signals, crosswalks, etc.	Learn more: https://site.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program
 **Active Transportation Investment Fund (ATIF)** The TIF fund was created in the 2005 Special Session by House Bill 108 and contains revenue from legislative appropriations, sales tax, and vehicle registration fees. In 2018, the TIF was revised to establish a separate fund for Active Transportation projects. These funds are awarded through the State Transportation Commission and administered through UDOT. Projects must be paved, part of the UDOT Active Transportation Plan, provide traffic congestion mitigation on a state highway system, and includes a 40% non-UDOT managed funding match to be eligible for funding.	Learn more: www.udot.utah.gov/connect/about-us/commission/project-prioritization-process

NAME & DESCRIPTION	MORE INFORMATION
	Learn more: www.udot.utah.gov/connect/about-us/commission/project-prioritization-process
	Learn more: www.udot.utah.gov/connect/about-us/operations/traffic-safety
	Learn more: www.transportation.gov/RAISEgrants
	Learn more: https://highways.dot.gov/federal-lands/programs-access

Transit Transportation Investment Fund (TTIF)

The Transit Transportation Investment Fund (TTIF) was created under Senate Bill 136. This new fund, beginning July 1, 2019, allocates state funding from the fuel tax specifically for public capital transit projects. However, Senate Bill 72 opened this fund up to non-motorized projects as well. These dollars can also be used for active transportation projects around transit facilities, but the new infrastructure provides access to transit stops. This UDOT fund has not been distributed for the first time yet, and UDOT has stated that cities will need to apply for their projects to get access to this fund. It also requires 40% matching funds from local governments. Cities can use federal (but not state) dollars for the match. More information on this fund will be developing in the coming years.

Highway Safety Improvement Program (HSIP)

HSIP funds are available for safety projects aimed at reducing traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and signs are examples of eligible projects. These funds are administered through the UDOT Highway and Safety Division.

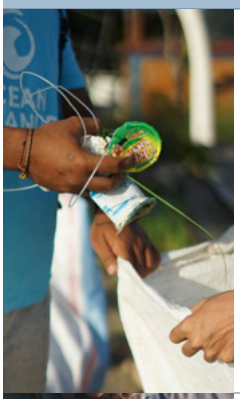
RAISE Discretionary Grants

RAISE discretionary grants, which were originally created under the American Recovery and Reinvestment Act as TIGER grants, can be used for a wide variety of projects. Recent examples of funded projects include dedicated bus lanes in Baltimore, highway and bridge repair in New Mexico, dock replacements in Alaska, and a rail-to-trail project in Arkansas. Overall, USDOT has awarded $9.9 billion to more than 700 projects. RAISE can provide capital funding directly to any public entity, including municipalities.

Federal Lands Access Program

This fund is intended to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The fund is administered through UDOT in coordination with the Central Federal Lands Highway Division, which develops a Programming Decisions Committee. The Committee prioritizes projects, establishes selection criteria, and calls for projects. The next call for projects is anticipated for in 2025.

NAME & DESCRIPTION	MORE INFORMATION
State or County Level Funding Sources (Non-UDOT)	
 **Recreations Trail Program** Administered by the Utah Division of State Parks and Recreation, the Recreational Trails Program required that motor fuel tax revenues generated from motor fuel sales for off-highway recreational purposes be transferred from the Highway Trust Fund to the Trails Trust Fund for recreational trail and facility improvements. This program provides grants for non-motorized and motorized trails, including the construction and maintenance of trails and facilities, staging areas, trailheads, restroom facilities, and trail signing.	Learn more: https://stateparks.utah.gov/resources/grants/recreational-trails-program
 **Land and Water Conservation Fund** Administered by the Utah Division of State Parks and Recreation, the Land and Water Conservation Fund Act provides federal grants for the acquisition and/or development of public outdoor recreation areas. Any site/facility purchased, developed, or improved with funding from this grant is protected in perpetuity as a public outdoor recreation area.	Learn more: http://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund
 **Utah Outdoor Recreation Grant** Administered through the Office of Outdoor Recreation, the Utah Outdoor Recreation Grant project helps communities build trails and other recreation infrastructure by awarding matching grants. The grants help enhance recreational opportunities and amenities in Utah's communities.	Learn more: https://business.utah.gov/outdoor/uorg
 **Summit County Recreation, Arts, and Parks (RAP) Tax Grant** Summit County is currently seeking applications for funding through the County's RAP Tax Special Recreation Bond Grant. The grants are for capital projects only, and trail system operators are among the eligible applicants. Application information will be available in October 2022.	Learn more: https://www.summitcounty.org/980/RAP---Recreation-Tax-Grant
 **Summit County Restaurant Tax Grant** Summit County administers a grant program for projects and activities that promote tourism in the County. These grants can be used for the development and maintenance of recreational and tourism facilities such as trails, and government entities are considered eligible applicants. Applications are due in April.	Learn more: www.summitcounty.org/868/Restaurant-Tax-Grant

	NAME & DESCRIPTION	MORE INFORMATION
Private Funding Sources		
	**Community Fundraising** Lead agency manages the details, marketing, and range of a community fundraising campaign. Successful examples include Softwalks' Kickstarter campaign for sidewalk amenities in New York City and the use of volunteer labor for trail construction in Springdale, Utah.	
	**Private Developers** Developers can construct the local streets with bike lanes within subdivisions. They may often dedicate right-of-way to trails and parks. Areas with planned or anticipated new growth may include new active transportation facilities provided by the developers. Cities can encourage developers to include active transportation amenities during development review. From small site plans to larger master-planned communities, as city staff and planning commissions review new developments, they can require developers to show how the proposed development will accommodate or enhance active transportation connections.	

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PARK CITY
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APPENDIX

APPENDIX

Conceptual Cost Estimate

Park City Rail Trail Improvements Cost Estimate

Item Location	Item Description	Unit	Unit Cost [$]	Source	Quantity	Total Cost [$]
Richardson Flat Crossing	Standard Sign on Pole Assembly	EA	$1,000.00	Rossi Hill Reconstruction - Bid A - Item 66 (VanCon)	3	$3,000.00
Richardson Flat Crossing	RRFB (Solar) Complete System	EA	$24,658.33	F&P Cost Estimate Tool - Caltrans - Item 00113	2	$49,316.66
Richardson Flat Crossing	Trail Lighting (Solar)	EA	$6,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	4	$24,000.00
Richardson Flat Crossing	Pavement Marking, Yield Symbol	EA	$51.80	F&P Cost Estimate Tool - WSDOT - Item 6870	6	$310.80
Richardson Flat Crossing	Pavement Marking, Crosswalk, White, Painted	SQ FT	$3.23	F&P Cost Estimate Tool - WSDOT - Item 6856	1152	$3,720.96
Wyatt Earp Crossing	Standard Sign on Pole Assembly	EA	$1,000.00	Rossi Hill Reconstruction - Bid A - Item 66 (VanCon)	6	$6,000.00
Wyatt Earp Crossing	Flexible Delineator	EA	$66.15	F&P Cost Estimate Tool - WSDOT - Item 6832	4	$264.60
Wyatt Earp Crossing	Trail Lighting (Solar)	EA	$6,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	4	$24,000.00
Wyatt Earp Crossing	Pavement Marking, Stop Bar	LN FT	$7.48	F&P Cost Estimate Tool - WSDOT - Item 6858	22	$164.56
Wyatt Earp Crossing	Pavement Marking, Crosswalk, Green, Painted	SQ FT	$3.23	F&P Cost Estimate Tool - WSDOT - Item 6856	250	$807.50
Wyatt Earp Crossing	Pavement Marking, Crosswalk, White, Painted	SQ FT	$3.23	F&P Cost Estimate Tool - WSDOT - Item 6856	200	$646.00
Major Node 1	Dog Waste Bag Station	EA	$2,250.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$2,250.00
Major Node 1	Seating	EA	$1,650.00	GSBS - PC Rail Trail - Draft Cost Estimate	4	$6,600.00
Major Node 1	Directional Signage & Wayfinding	EA	$8,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$8,000.00
Major Node 1	Trash/Recycling Cans	EA	$1,700.00	GSBS - PC Rail Trail - Draft Cost Estimate	2	$3,400.00
Major Node 1	Trail Lighting (Solar)	EA	$6,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$6,000.00
Major Node 1	Vault Restroom (Installed)	EA	$15,000.00	Park City (Heinrich) Cost Estimate	1	$15,000.00
Major Node 2	Exercise Equipment	LUMP	$10,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$10,000.00
Major Node 2	Dog Waste Bag Station	EA	$2,250.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$2,250.00
Major Node 2	Seating	EA	$1,650.00	GSBS - PC Rail Trail - Draft Cost Estimate	3	$4,950.00
Major Node 2	Directional Signage & Wayfinding	EA	$8,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$8,000.00
Major Node 2	Trash/Recycling Cans	EA	$1,700.00	GSBS - PC Rail Trail - Draft Cost Estimate	2	$3,400.00
Minor Node 1	Dog Waste Bag Station	EA	$2,250.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$2,250.00
Minor Node 1	Seating	EA	$1,650.00	GSBS - PC Rail Trail - Draft Cost Estimate	4	$6,600.00
Minor Node 2	Seating	EA	$1,650.00	GSBS - PC Rail Trail - Draft Cost Estimate	3	$4,950.00
Minor Node 2	Directional Signage & Wayfinding	EA	$8,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$8,000.00
Major Node 3	Exercise Equipment	EA	$10,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$10,000.00
Major Node 3	Seating	EA	$1,650.00	GSBS - PC Rail Trail - Draft Cost Estimate	3	$4,950.00
Major Node 3	Directional Signage & Wayfinding	EA	$8,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$8,000.00
Major Node 3	Trash/Recycling Cans	EA	$1,700.00	GSBS - PC Rail Trail - Draft Cost Estimate	2	$3,400.00
Major Node 3	Bike Rack	EA	$750.00	GSBS - PC Rail Trail - Draft Cost Estimate	5	$3,750.00
Major Node 3	Bike Fixit Station, Installed	EA	$1,250.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$1,250.00
Major Node 3	Shelter, Installed	EA	$195,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$195,000.00
Major Node 3	Picnic Table, Installed	EA	$1,650.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$1,650.00
Major Node 3	Trail Lighting (Solar)	EA	$6,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$6,000.00
Major Node 3	Vault Restroom (Installed)	EA	$15,000.00	Park City (Heinrich) Cost Estimate	1	$15,000.00
Minor Node 3	Dog Waste Bag Station	EA	$2,250.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$2,250.00
Minor Node 3	Seating	EA	$1,650.00	GSBS - PC Rail Trail - Draft Cost Estimate	2	$3,300.00
Minor Node 3	Interactive Educational Features	LUMP	$4,500.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$4,500.00
Major Node 4	Seating	EA	$1,650.00	GSBS - PC Rail Trail - Draft Cost Estimate	2	$3,300.00
Major Node 4	Directional Signage & Wayfinding	EA	$8,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$8,000.00
Major Node 4	Trash/Recycling Cans	EA	$1,700.00	GSBS - PC Rail Trail - Draft Cost Estimate	2	$3,400.00
Major Node 4	Bike Rack	EA	$750.00	GSBS - PC Rail Trail - Draft Cost Estimate	5	$3,750.00
Major Node 4	Bike Fixit Station, Installed	EA	$1,250.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$1,250.00
Major Node 4	Shelter, Installed	EA	$195,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$195,000.00
Major Node 4	Picnic Table, Installed	EA	$1,650.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$1,650.00
Major Node 4	Trail Lighting (Solar)	EA	$6,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$6,000.00
Major Node 4	Vault Restroom (Installed)	EA	$15,000.00	Park City (Heinrich) Cost Estimate	1	$15,000.00
Minor Node 4	Seating	EA	$1,650.00	GSBS - PC Rail Trail - Draft Cost Estimate	2	$3,300.00
Minor Node 4	Directional Signage & Wayfinding	EA	$8,000.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$8,000.00
Minor Node 4	Interactive Educational Features	LUMP	$4,500.00	GSBS - PC Rail Trail - Draft Cost Estimate	1	$4,500.00
Wetlands	Wetlands Mitigations	ACRE	$75,000.00	Bowen Collins Associates	0.128	$9,600.00
Trail Surface	Pavement - 3" Depth Asphalt	SQ YD	$20.00	Rossi Hill Reconstruction - Bid A - Item 59 (VanCon)	13884	$277,688.89
Trail Surface	Pavement - 6" Thick Aggregate Base - Course ¾" or 1" Max	SQ YD	$50.00	Rossi Hill Reconstruction - Bid A - Item 63 (VanCon)	17355.556	$867,777.78
Trail Surface	Pavement Marking, Dotted 4 Inch Stripe, Yellow, Painted	LF	$3.47	F&P Cost Estimate Tool - WSDOT - Item 6846	15620	$54,201.40
Trail Surface	Pavement Marking, Bike Symbol	EA	$106.69	F&P Cost Estimate Tool - WSDOT - Item 6866	158	$16,857.02
Trail Surface	Pavement Marking, 4 Inch Stripe, White, Painted	LF	$1.27	F&P Cost Estimate Tool - WSDOT - Item 6806	15620	$19,837.40
Trail Surface	Bridge - Installed	EA	$20,000.00	Roseke site average estimate for Ped Bridges	5	$100,000.00
	Items Subtotal					**$2,062,043.57**
	Mobilization				10%	$206,204.36
	Sales Tax				10%	$206,204.36
	Contingency				20%	$412,408.71
	Design Engineering				10%	$206,204.36
	Construction Admin				10%	$206,204.36
	Project Total Cost					**$3,299,269.71**