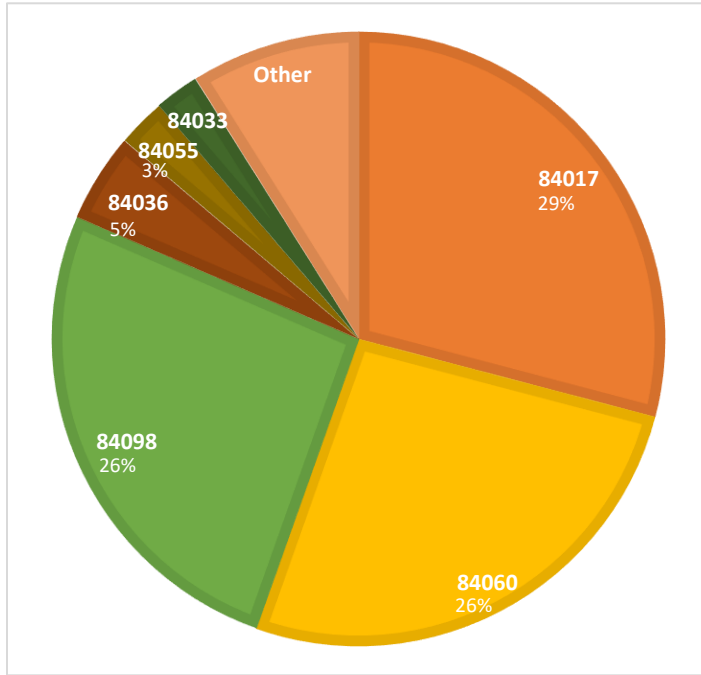
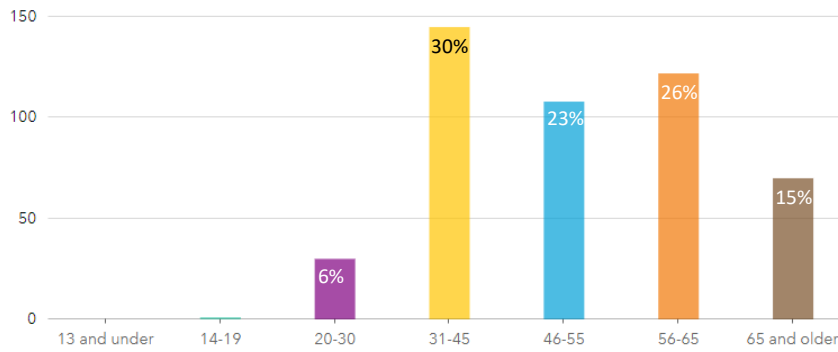


Community Survey 1: Rail Trail Corridor

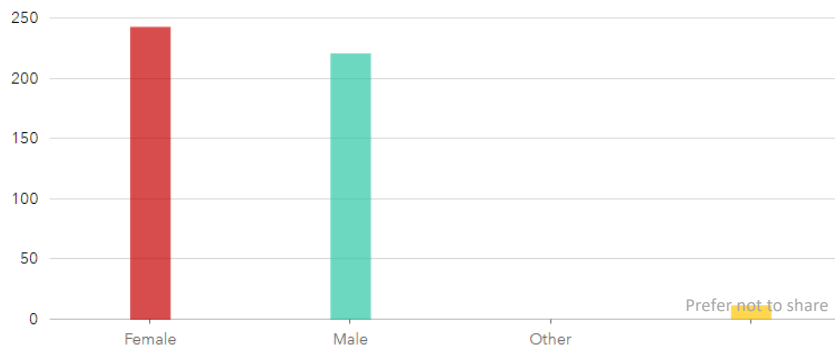
1. What is your zip code?



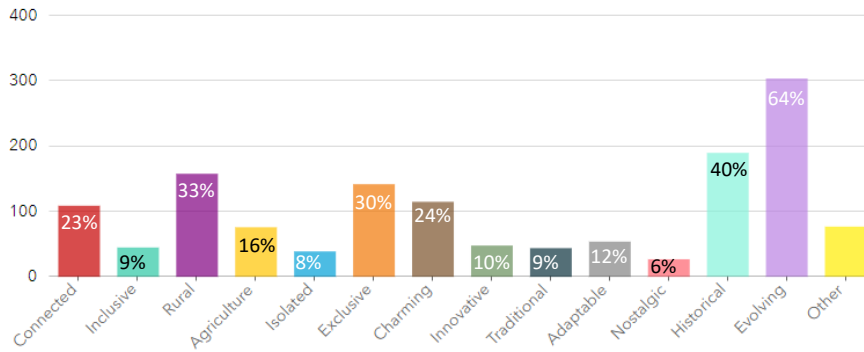
2. Please identify your age group.



3. Please indicate your gender identity.

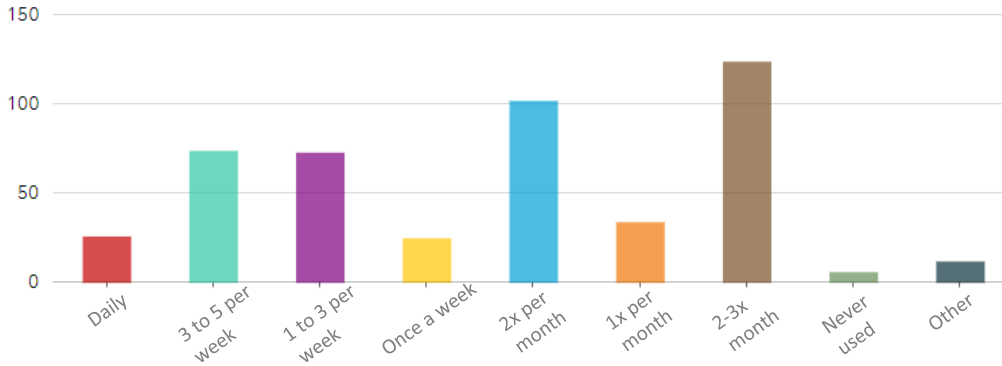


4. How would you describe the Summit County Community?



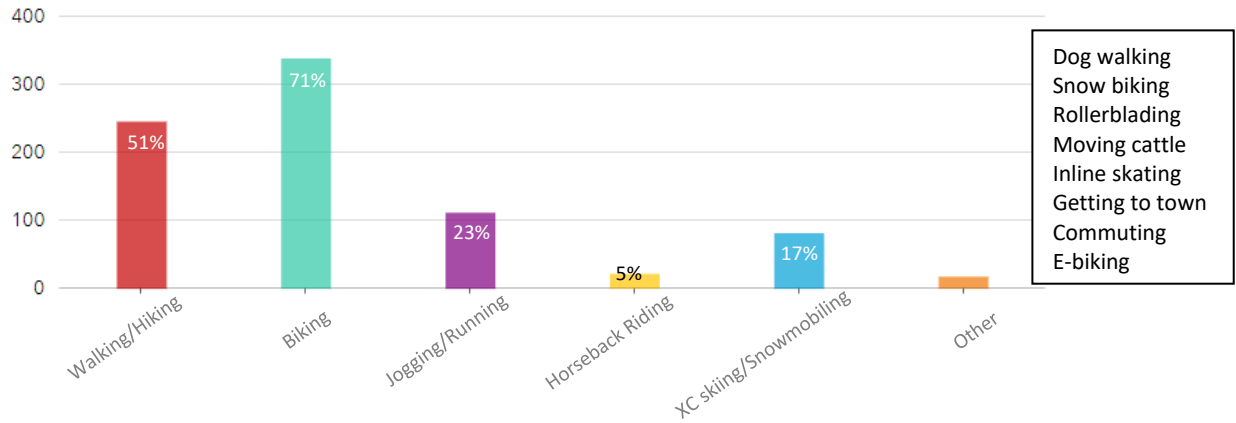
Divided Outdoorsy Disconnected Active Wealthy Vibrant Varied Car focused Natural beauty Kinda dicks	Diverse in needs Transportation-challenged Nature Stratified Special Ruined Rude Fragmented Exploding	Entitled Regular Recreational Progressive Overpopulated Over-developed Over-crowded Not a community Closed minded BUSY	-Wrong set of choices Summit County is a war zone between the developers and the people who like the rural lifestyle. -Weird old timer/ exclusive new timer snob mixed with great people. -An over-developed sprawl community full of Limousine Liberal NIMBYs. -Conflicted: there's rural folks who dislike Park City and Park City folks who think the rural folks are backwoods.
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5. How often, on average, do you use the Union Pacific Rail Trail?

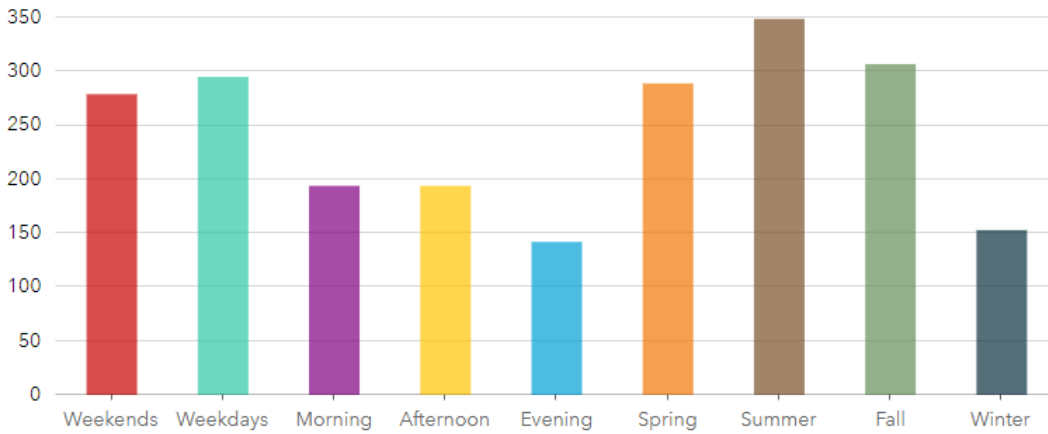


-I'd like to use it regularly, but I can't access it from our neighborhood as there is no ramp to it from Promontory Ranch Road. -I would use it a lot more if I could access it easier. We live in Tollgate but can't access this incredible resource and, worse, none of the kids can either. We would love to be connected.	-Once every 5 years -I've used it once. Hoping to use it more. -I'd use it if I could get better access to it. -Almost never. -10 times ever. -Walked a portion once with plans to cycle it next year.
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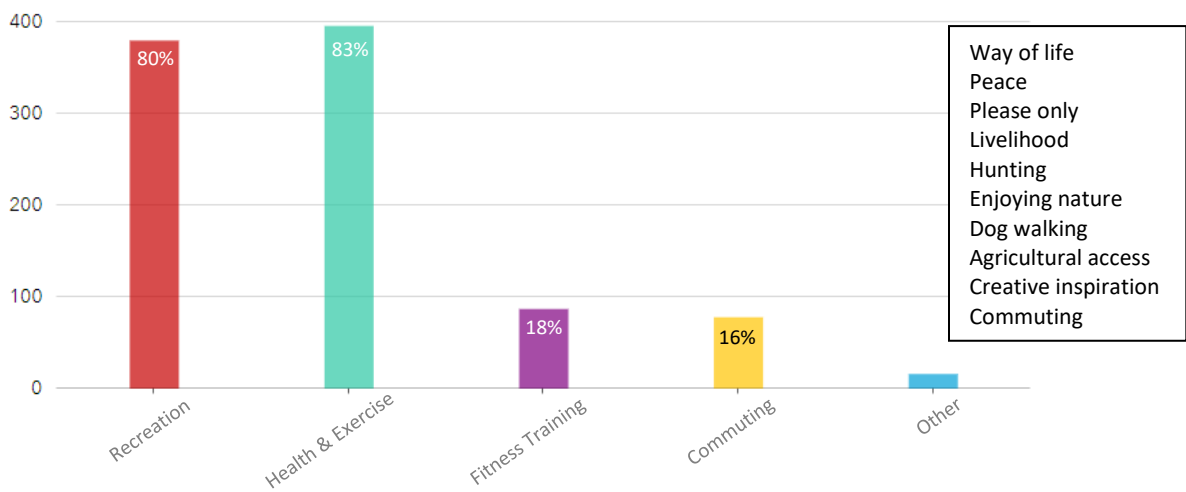
6. What is your primary activity on the Rail Trail?



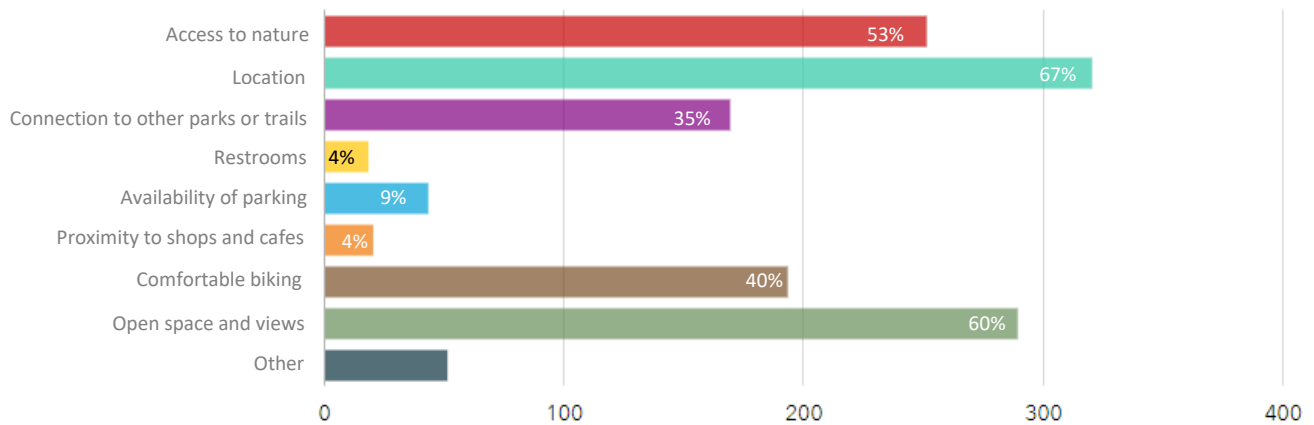
7. Generally, when do you use the Rail Trail?



8. Would you consider your use of the Rail Trail to be for...?



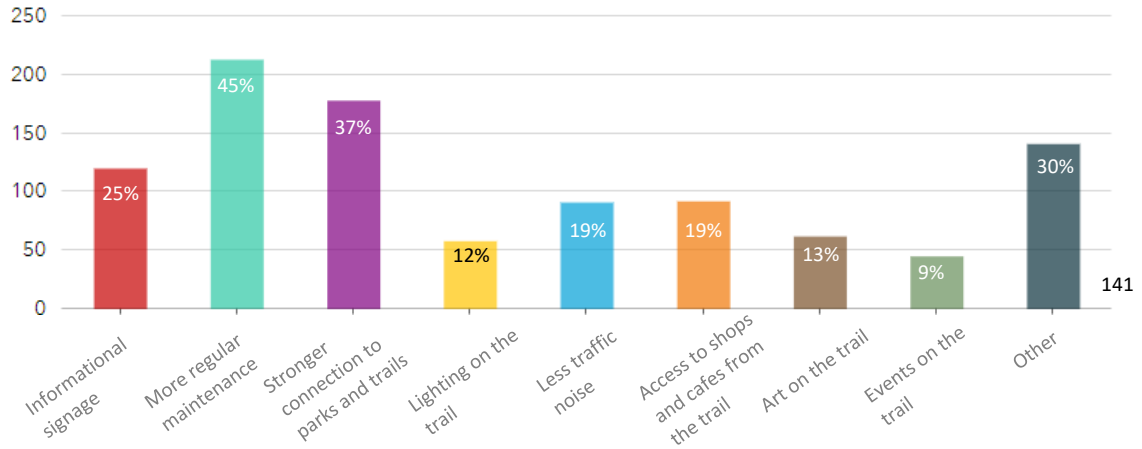
9. Why do you choose to visit the Rail Trail?



Wildlife viewing
 Walking, running with dogs
 To get to the lake
 To avoid riding on 248
 The length!
 Safety from road
 Not crowded
 Nice flat trail
 Hunting
 Creative inspiration
 Access to property

-Transportation between Silver Creek and Park City
 -It is also relatively flat, especially for the area, so it is a great place for steady pace work
 -Ride to work from Prospector to Main Street
 -Not many other options in Eastern Summit
 -It's the only place I can ride my horse that is close to my house.
 -I only use it in winter when other trails are not accessible.
 -I don't use the dirt sect from PC to Coalville because it is boring on a man bike, but if it was paved it would be world class road biking.
 -Going to a place that's not overrun with people as too many of our trails are. I see the R trail as less desirable to many b/c it's not in the mtns, no shade, few facilities. I don't mind any of that b/c it leads to fewer people & rarely crowds.

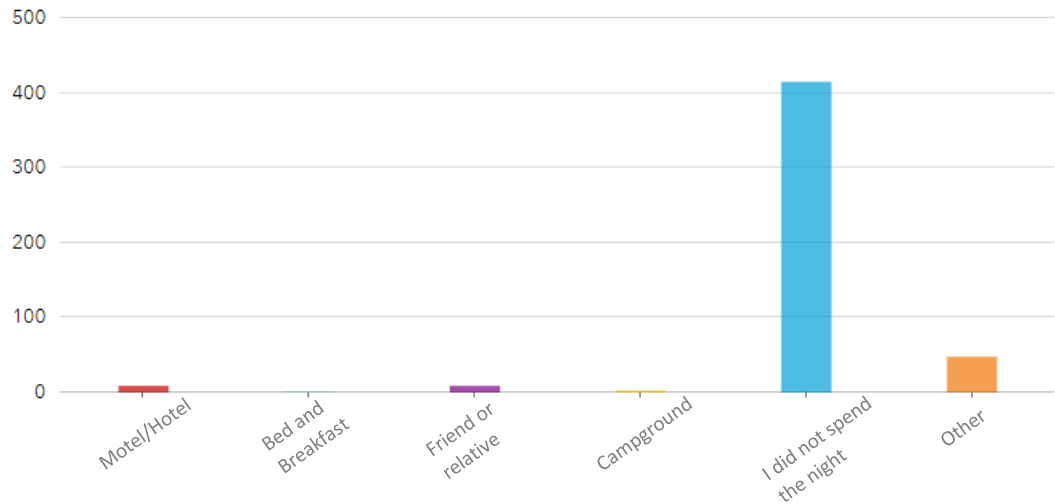
10. What would improve your experience on the Rail Trail?



Restrooms (5)
 Water (5) and shade
 Treat noxious weeds
 Speed limit for electric bikes (9)
 Remove stickers and goat heads (10)
 Quit spraying herbicides
 Winter grooming (6)
 Nothing – it's perfect!
 No lighting!
 Improved public access (11)
 Provide dog bags (3)

-None of the suggested improvements would be welcomed. Lighting, shopping, cafes, events, and art would all significantly deteriorate the nature experience of that resource.
 -More public access points. From where I live, in Coalville, I have to ride my horse a couple of miles down a busy street before accessing the trail.
 -Better access from exits outside of Park City. The Tollgate/ Promontory exit has to access the trail through a sketchy drainpipe (I've also seen people run across the interstate with their bikes — risky move)
 -Pull out all the barb wire, make it more wildlife friendly... easier access for animals to get a drink or swim without getting entangled in wire. Not sure on lighting up the trail, it's nice to enjoy night skies, a head lamp or phone would work nicely.
 -Open to ATVs in the dry months and snowmobiles in the winter months. Make the best use for everyone and not just walkers and horseback riders.
 -Nothing. The fact that it is NOT developed is what I like about it. It is peaceful.
 -Don't let e bikes on trail. They are dangerous to themselves and others. I saw three accidents in the last two weeks that required ambulances to evacuate injured trail users
 -Deeper connection to the environment through design, signage and events and less focus on cars, road and commercial aspects (advertising etc)
 -Use the rail trail for a light rail to connect people from 40 into town

15. Did your visit to the Rail Trail involve an overnight stay in one of the following types of accommodations?

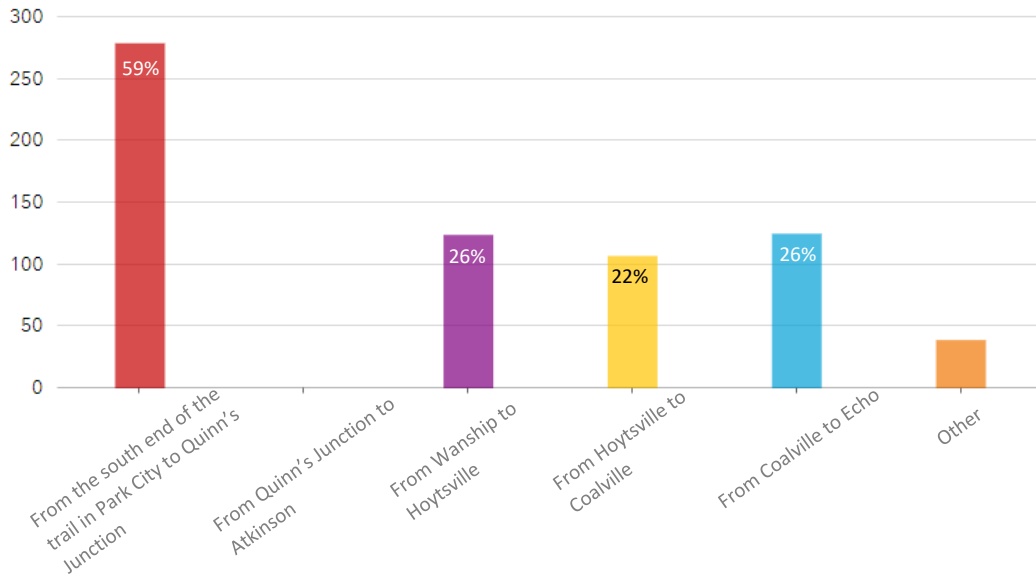


-Of the 48 "Other" responses, 41 respondents indicated that they live on or near the trail.
 -Check out the Little Miami bike trail in Ohio. Should plan for a road bike route from SLC to Coalville.

16. Approximately how much did you spend on overnight accommodations per night?



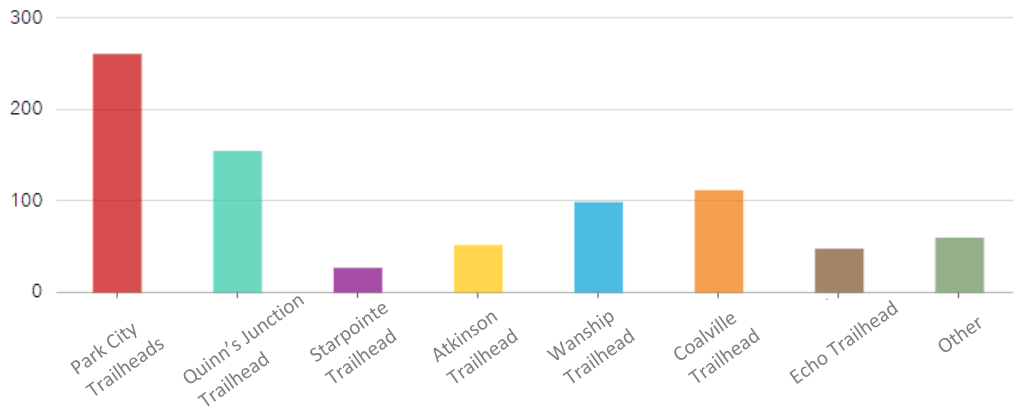
17. What portion(s) of the Rail Trail do you use most often?



From Atkinson to Wanship (4)
 Wanship to Park City (3)
 Tollgate to Coalville
 Tollgate to Park City (2)
 Quinn's to Wanship
 Promontory Trailhead to I-80 underpass/Pace Ranch
 PC to Coalville
 Coalville to Wanship
 Atkinson to Tollgate

Won't go further because it is noisy due to I-80 and too many goat heads! Was stranded after going through all my patches and tubes!!!
 Would like to use the tollgate section to get into Park City via bike (this cut down on PC car traffic)
 ALL OF IT
 Always do the whole trail
 Don't use the rest of trail as it isn't paved for road bikes

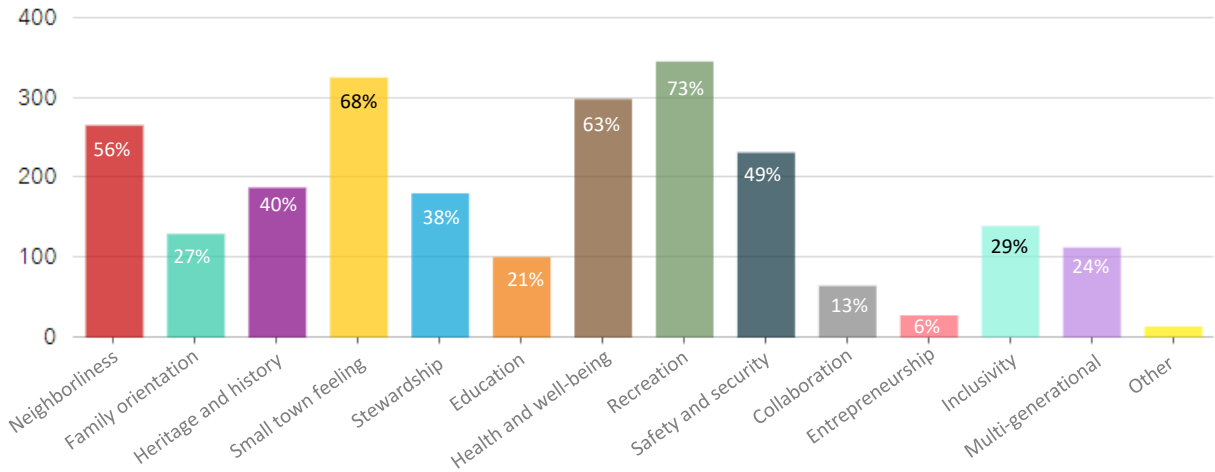
18. Which Rail Trail access points do you generally use when you visit the trail?



Promontory (10)
 Judd Lane (3)
 Creamery Lane (4)
 Trailside (2)
 Wyatt Earp intersection
 Whatever is available from Tollgate
 Tollgate/Promontory exit 150 (4)
 Tollgate drainage tunnel (4)
 Princess Di

-We don't have access from tollgate we all want access so frustrating when we are right there next to it. We go under the culvert or run across the highway both very dangerous. Kids do the same...
 -South Beach entrance from Echo Dam Road at the State Park
 -The one nearest Home Depot, and the drainage culvert from the Tollgate exit to the trail. It's not an official access point but I use it frequently

19. What community values are the most important to you?



<p>Tolerance Dog-friendly Cultural Environmental preservation Controlled development Access to nature Light rail to downtown All of the above</p>	<p>-Respect for land and people’s property. People do not read signs, so signage will not help this problem -Less development. We are big enough, and do not have the water for more homes, business or tourist. -Environmental sensitivity and protection; water quality; preservation of riparian areas; open views -Not destroying the lifestyle we have here in Park City by developing the daylight out of everything.</p>
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20. Please provide any additional feedback or suggestions you may have about The Corridor.
Consider what you would like Summit County to look and feel like in 20 years.

<p>ACCESS and USE</p> <ul style="list-style-type: none"> -Would really be great to pave the whole thing. Better for tourists who can’t climb mountains and older locals. Make the whole thing bikable with a road bike or e bike. -Would love to have improved access to the trail from tollgate canyon. Many residents in tollgate use the rail trail and it is inconvenient to have to drive to Wanship to get on the trail. -Would like to have access to a xc grooming schedule in the winter from Wanship to PC - Any improvements should be to enhance the wildlife and natural landscape, and to encourage alternate forms of transportation (biking, walking) in order to access trails, parks, and towns along the route. Keep it wild! - Parts of the trail get sufficiently isolated that I worry about being out on a hot summer day with young kids. Places to rest, cool down, or get help would be great. - I would also say as a horse owner that as more and more trail access is disappearing to us it is a rare and valuable resource for horse riders. Please don't pave it! - More Art, some permanent pieces, others that change? 	<p>SUSTAINABILITY and ENVIRONMENTAL STEWARDSHIP</p> <ul style="list-style-type: none"> - We love the variety of plants and shrubs growing along the trail and their colors and textures at different times of year. - Open space and views -The County must get involved in the cleanup work that EPA is planning for the Richardson Flat Tailings. The type of cleanup work that EPA is planning will likely have a profound and long-lasting negative impact on the Rail Trail. -Local breweries could grow and harvest hops along the trail. Also beehives. -Please do not use any weed killers along the trail. I worry when I walk my on-leash dog in addition to the potential effects on wildlife in the area. - The trail system has garbage everywhere it’s really bad between the highways and should be cleaned annually. I have noticed going around Echo Reservoir that it is beginning to erode into the lake. - An ambassador program might be considered. Where volunteers ride, hike or walk the corridor scheduled regularly, to be able to call for help. 	<p>ECONOMIC OPPORTUNITY</p> <ul style="list-style-type: none"> -Would like summit county to maintain some of its rural and agricultural heritage. Would like the corridor to remain rural with the possibility of trailhead seasonal food trucks or cafes. - Zone commercial strategically for some cafes along the route. - Prioritization of local community needs over tourism/marketing/sales. -This is the best investment I can think of in the area. I love the historical, small-town uniqueness of downtown PC, but wonder if park city is losing its charm with all of the chain stores and restaurants. I think this is the perfect solution/balance for the area. -There are definitely certain areas I see tourism potential but I do like the trail the way it is and enjoy using it. - Destinations (businesses that open to the trail, art projects and nature stops) would also be appreciated. - It would be a good idea to do some kind of farm and ranch education along the corridor between Wanship and Coalville - Something to look forward to when riding with my 5 year old whether that is a coffee shop, play toy, or cool art that is interactive.
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-This is a great question about Summit County in 20 years, I hope both my kids (4 & 8) will still be living here so I hope you will take the opinions of the youngest generations into consideration. I have seen a lot of retirees and second homeowners present at Rail Trail meetings but families and their children with busy schedules are not well represented. I hope you will consider hosting a meeting targeted at a family audience at Prospector Park or somewhere similar.

-There is a challenge because I think there is a big difference between ideas from Park City vs those in Coalville. I think the Corridor is valuable and info needs to be taken from both areas.

-Summit County is undoubtedly becoming more developed. Over the next 20 years, I would strongly prefer that development be focused on connectivity to and maximizing trails and routes that can be accessed through non-motorized means. Currently, road biking in the county is extremely dangerous and requires bikers to use roadways with no shoulders to go between communities. The Rail Trail and spurs from it could be helpful in creating more connectivity and increase economic value through more bike tourism.

-Please don't overdevelop the trail! The amazing thing about summit county is the open space and connection to nature and chance to escape from the relentless pressures of capitalism. The questions about purchases and shopping make me nervous about the intentions. Please continue to be inclusive of people of all economic backgrounds to help give everyone the chance to experience nature and connect to the environment and not have people feel pressure to spend money along the way with advertising or high priced 'amenities' when the trail should be about history and environment. Summit county is already making too many compromises in the name of 'economic development' that is unsustainable and counterproductive to the community and environment residents and visitors want to protect. We are ill equipped to deal with the climate crisis by failing to educate people and straining our resources to the brink. Let this trail be part of the solution not the problem.

- Improvement, of things of historical value is always good. When you can combine Health, education, history, and the outdoors, you are helping the world be better. Less hate less crime, and better mental health. Any improvement to this project is welcomed and of great value.

- I'd like to see the corridor to more effectively support multi-use scenarios that reduce conflicts between walkers, road cyclists, mountain bikers, and e-bikers in a way that placed undisturbed natural habitat as a design goal. For example, let's remove the farm fencing and rusting barbed wire fencing between prospector and Quinns, and maintain the water flow that makes that area a vibrant wetland.

- Also some historical markers or nature information along the trail would be great. I'd love to bike with the kids and stop to teach them historical and environmental facts about the area.

- I would use the trail more often if there were places to stop and eat and drink. To make it more an enjoyable experience as opposed to just exercise.

- I would like Summit County to be an interconnected network of small towns with open space between. I dread Summit County becoming like the Heber Valley, with no plan for development and just sprawl everywhere. I also want Summit County to have housing specifically designed and built for the people that actually work here, including people from lower incomes. Summit County doesn't work without the people who run the amenities and clean the hotel rooms and we should honor that by creating space for them to live here.

- I very much enjoy the historical signage along the current route. I would strongly support additional historical signage and other historical information and exhibits. Also, I think it would be great to have more information on local wildlife, fauna, and geology.

-Promotion as unique unified Wasatch Back. Clustered artist residential/work studios near trailheads, transit access.

-Hmm, My dream county would have a mono rail encircling I80, I40, 224& 248 passing by all resorts/ Old Town. All cars and trucks electric, no more double tankers belching from Duchesne. Mandatory sustainable energy for all buildings. All barbwire removed or replaced with straight wire or wood.

Lighting promoting dark skies. Cluster housing, no sprawl. Open spaces with linked migratory corridors for wildlife, including wildlife overpasses. No manicured lawns (inclusive of the landscaping along public sidewalks, schools.. except for playing fields... muni buildings, single residential, apt complexes, etc) , no mowing, no leaf blowers, no plastic sheeting with wood chips suffocating the earth below it, no poisons nor chemicals. All replaced with strategic watering supporting indigenous flowers, grasses, shrubs and trees. All dogs on a leash allowed only in limited areas. My dream county/corridor would embrace nature and not contrived man made obstacles.

-Paved path centrally, bordered by packed dirt / gravel single tracks on each side - Pocket parks (benches or structures where people can perform exercises).

-The idea of concessions along the rail trail is quite appalling. I want it to remain a nice, leisurely place to spend time outdoors. I don't want huge families coming for ice cream at a shop along the trail, UNLESS they can only get there by bike or a significant walk. If they can get there by car, they will, and just clog up the trail....

-Connecting small towns through paved bike paths encourages all ages to get out and ride. As an older rider I prefer paved pathways because they are not as unstable to ride as gravel. Having nice restrooms/picnic tables/eateries along the way make for a pleasant ride.

-Can we please not try to monetize the rail trail? Can something in Summit County not be built around attracting whoever wants to spend the most money? Can't open space and undeveloped land simply exist without it needing to generate income for someone?

-Having parks and recreational spaces along the trail is critical to protecting it. Instead a single long continuous park; it should connected various parks and other trail heads (e.g. it should connect to Round Valley - purchase an easement; it should connect to the Kimball Jct trail heads - via Round Valley; it should connect to Rockport State Park near Wanship - purchase an easement; it should connect with the South Summit Trail Foundation network of trails in Kamas Valley; it should branch into Hennefer - purchase easement).

-I am very nervous about using the "development" along the corridor - we are building, developing, developing developing everywhere around PC/Summit County. Is that really necessary? I'm afraid we're going to see housing, and a Starbucks,, and visitor centers, and who knows what all along the trail. Cant some things just be left alone for Pete's sake? I would say, develop where the trail goes into a "town" to boost that community economically, but do NOT "develop" along the trail. At some point, enough is enough. The trail is peaceful, natural, relaxing - leave it alone.

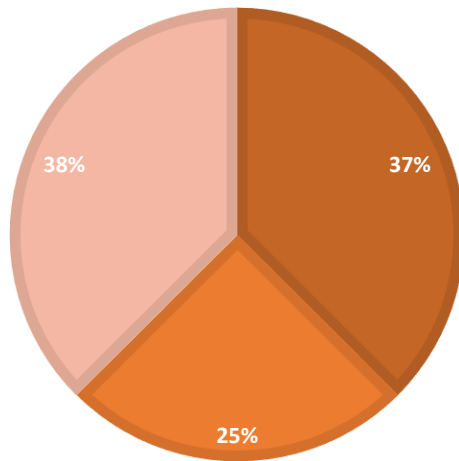
-I have biked or ran the trail about weekly since it opened in '92. Even when it was closed for highway construction- harhar! Maintenance isn't too bad but I hate the goathead stickers closer to Coalville. Railroads were built to connect communities but I don't think this does very well. I think that paving a bit more to say, connect PC to Promontory is good. And I don't mind gates. But we need to hold events on the trail. How about an annual litter cleanup so I don't have to pick up so much trash on my runs. How about holding a marathon/half marathon on the trail to Coalville. Gentle downhill is perfect for a marathon. More picnic tables, garbage cans, rest rooms. Annual litter cleanup- it is between the interstate that produces garbage! What happened to the adopt a section program? Can Friends of the Rail Trail be promoted more so it can get more members?

Next Steps:

This survey did not ask respondents to address the idea of paving the Rail Trail. Of the 141 "Other" responses to question 10 (What would improve your experience on the Rail Trail?), 22 comments explicitly addressed paving the trail and an additional 28 comments addressed the condition of the trail and concerns about usability. The second community survey should consider exploring this further.

TRAIL MATERIAL

■ Pave it all ■ Pave more sections ■ Leave it as is



- Pave it for road bikes to Coalville. Route248 has gotten so busy with construction traffic we need to shift road bikers onto more dedicated paved trails that are safer.
- More paved sections. I've ebiked Coalville/Echo to Park City and it's worrying about flats on stretched so remote I know if people who commute this way and I'd think they'd appreciate that too
- Maybe a small bike lane that is paved often the road can be soft and hard to bike. Also ebike friendly.
- The rail trail is the only safe way to bike from Park City to Wanship or Coalville or vice versa. It would be great if we could pave the section that goes from Pace Ranch to Wanship. This would open up road biking to Coalville.
- I feel strongly that the rural experience is extremely important. Please avoid paving the Rail Trail outside of Park City. Please avoid any building activities in this sensitive riparian area next to the trail.
- For biking I would love to see half of the trail paved. I get burrs in my tired and they get flattened. This past season I got 2 flat tired. Also, after it has rained and the horses have walked on it, it is extremely bumpy.

Public Access Points:

In response to question 10 (What would improve your experience on the Rail Trail?) and question 20 (Please provide any additional feedback or suggestions you may have about The Corridor), 52 comments indicated a desire to have improved public access from Promontory and Tollgate Canyon area. Future planning should consider how to address this.

Signage

In response to question 10 (What would improve your experience on the Rail Trail?) and question 20 (Please provide any additional feedback or suggestions you may have about The Corridor), 12 comments expressed an interest in improved directional and historical/cultural signage along the trail. 25% of respondents to question 10 indicated that informational signage would improve their experience on the Rail Trail.