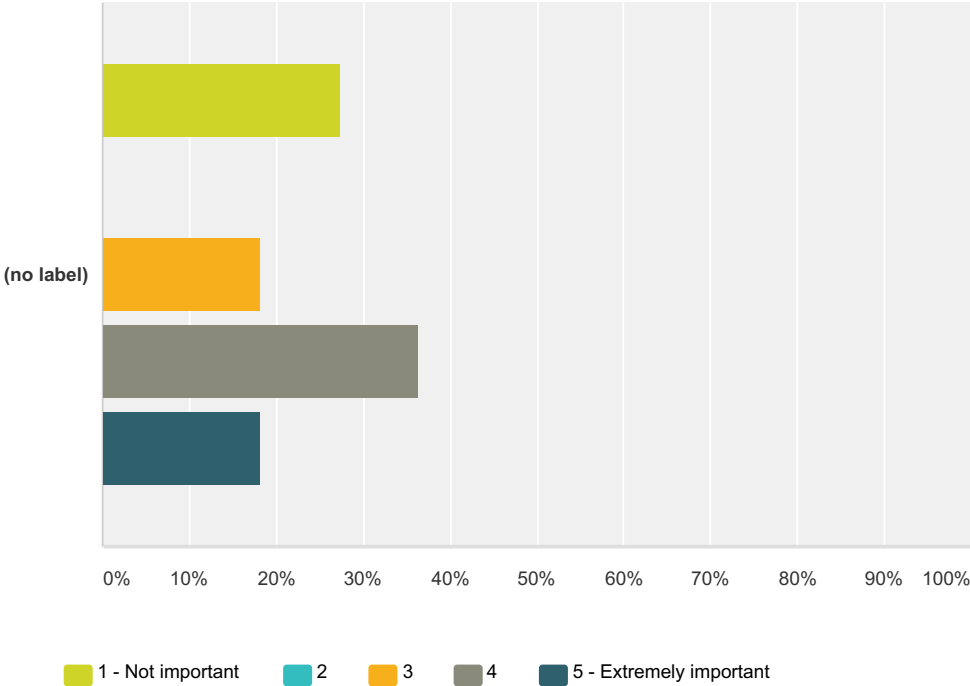


# **Appendix C:**

## **Focus Group Surveys**

**Q1 On a scale from 1 (not at all important) to 5 (extremely important), how important is it to connect trails to neighborhoods?**

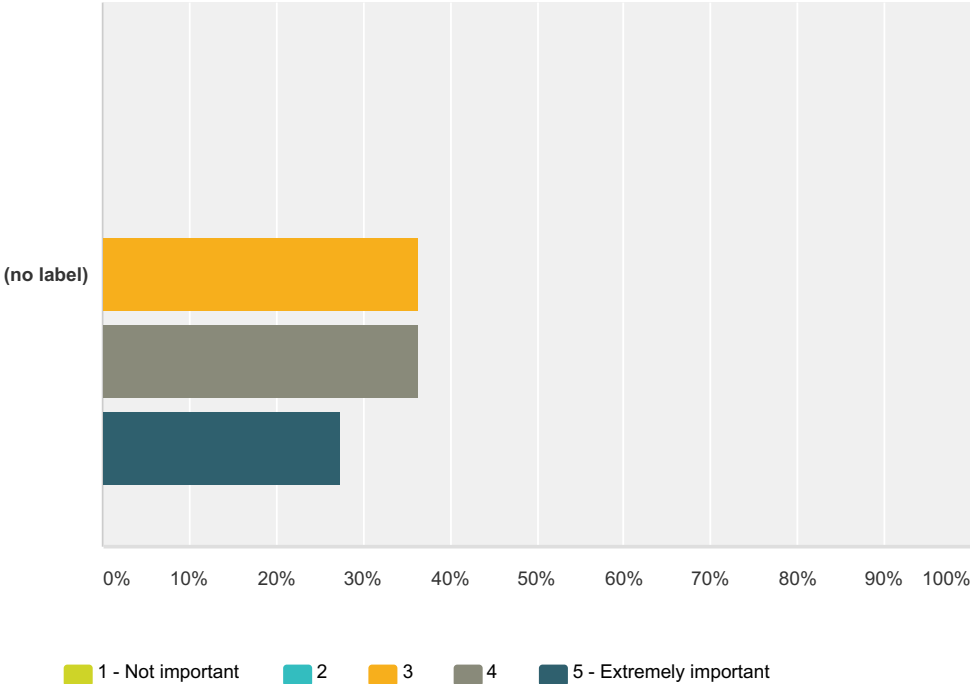
Answered: 11 Skipped: 0



	1 - Not important	2	3	4	5 - Extremely important	Total	Weighted Average
(no label)	27.27% 3	0.00% 0	18.18% 2	36.36% 4	18.18% 2	11	3.18

**Q2 On a scale from 1 (not at all important) to 5 (extremely important), how important is it to connect trails to scenic features?**

Answered: 11 Skipped: 0

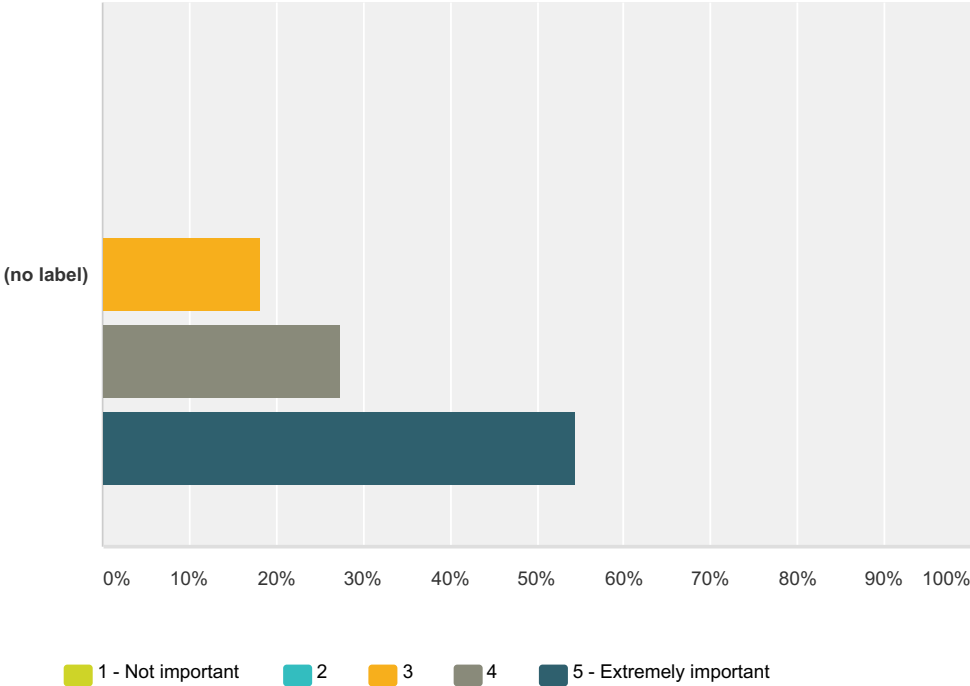


	1 - Not important	2	3	4	5 - Extremely important	Total	Weighted Average
(no label)	0.00%	0.00%	36.36%	36.36%	27.27%	11	3.91
	0	0	4	4	3		

#	What features?	Date
1	Hotpots, waterfall, kiln, smokey bear, river at various points, Oaks, Wheeler crk	12/8/2015 12:29 PM
2	hot pots, kiln	12/8/2015 12:29 PM
3	Trail heads, Kiln, Gray Cliff, Geo-fold, Oaks, etc.	12/8/2015 12:29 PM
4	Water fall, hot pots, climbing areas	12/8/2015 12:29 PM

**Q3 On a scale from 1 (not at all important) to 5 (extremely important), how important is it to connect new trails to existing trails?**

Answered: 11 Skipped: 0

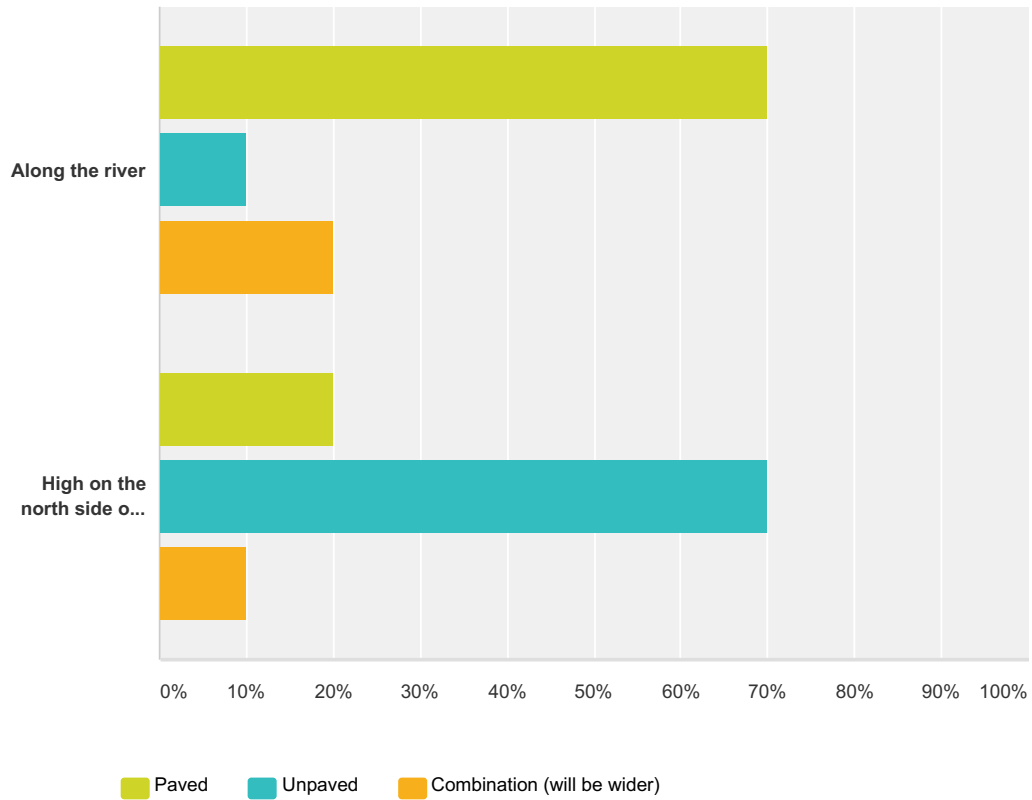


	1 - Not important	2	3	4	5 - Extremely important	Total	Weighted Average
(no label)	0.00%	0.00%	18.18%	27.27%	54.55%	11	4.36
	0	0	2	3	6		

#	Which existing trails?	Date
1	BST, Indian, Wheeler	12/8/2015 12:29 PM
2	Indian, lewis peak, wheeler, boneville shoreline	12/8/2015 12:29 PM
3	All and connect to proposed new trails.	12/8/2015 12:29 PM
4	Shoreline, Indian	12/8/2015 12:29 PM
5	Wheeler, Bonneville trail	12/8/2015 12:25 PM

### Q4 What type of trail would be most useful?

Answered: 11 Skipped: 0

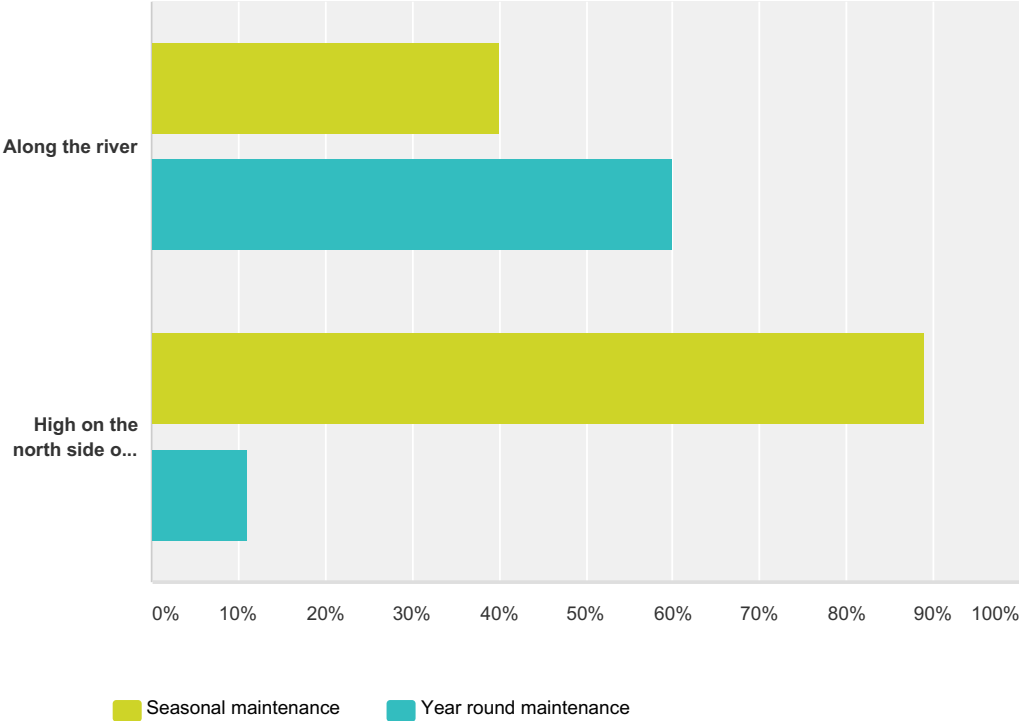


	Paved	Unpaved	Combination (will be wider)	Total
Along the river	70.00% 7	10.00% 1	20.00% 2	10
High on the north side of the mountain	20.00% 2	70.00% 7	10.00% 1	10

#	Other (please specify)	Date
1	part on the high part by river	12/8/2015 12:40 PM

### Q5 How should a trail be maintained?

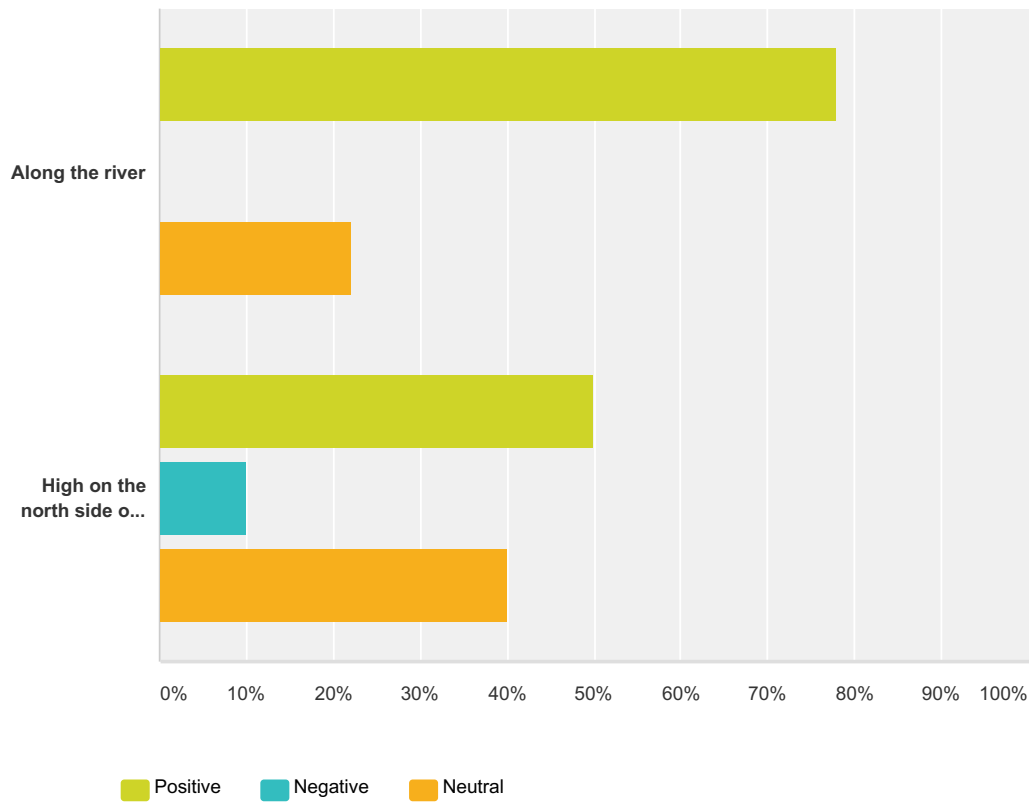
Answered: 11 Skipped: 0



	Seasonal maintenance	Year round maintenance	Total
Along the river	40.00% 4	60.00% 6	10
High on the north side of the mountain	88.89% 8	11.11% 1	9

### Q6 What kind of impact would a trail have on property owners?

Answered: 10 Skipped: 1

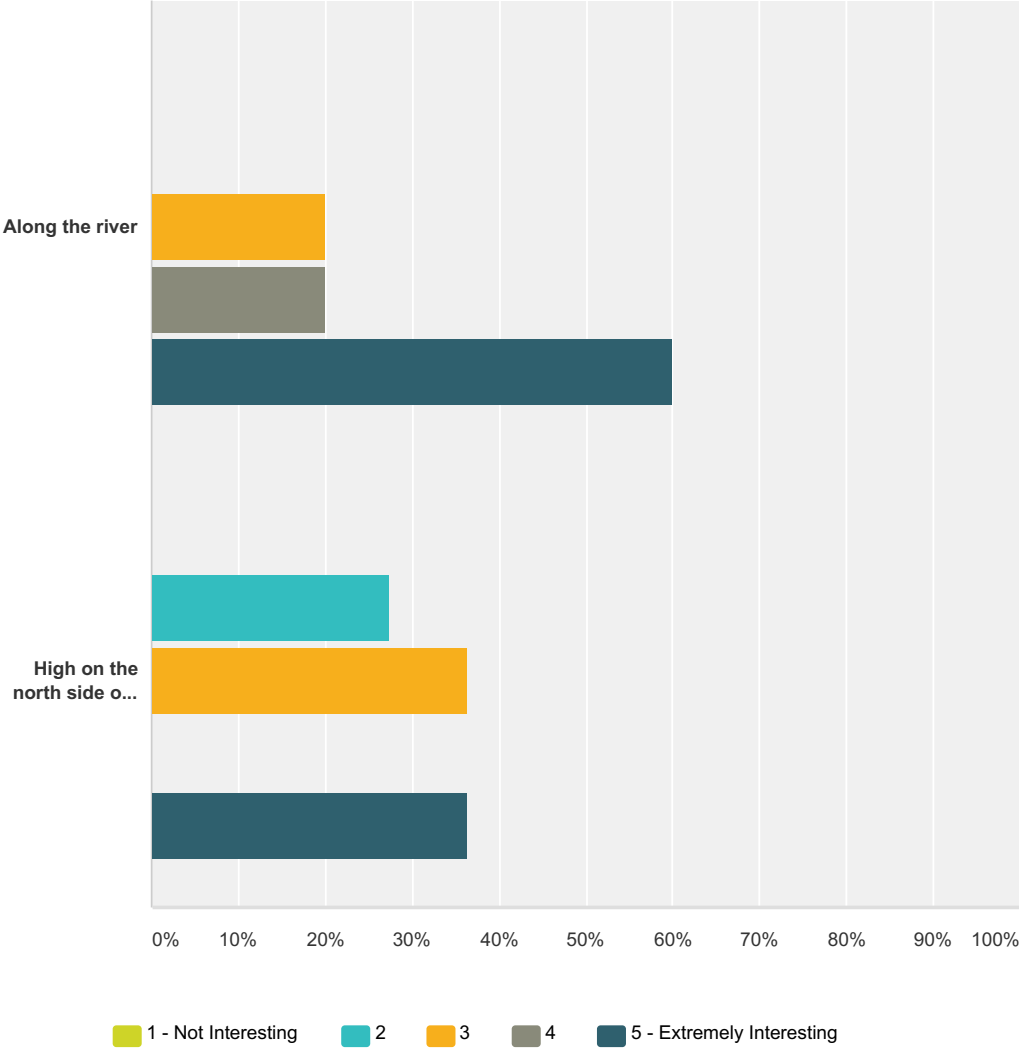


	Positive	Negative	Neutral	Total	Weighted Average
Along the river	77.78% 7	0.00% 0	22.22% 2	9	0.00
High on the north side of the mountain	50.00% 5	10.00% 1	40.00% 4	10	0.00

#	Other (please specify)	Date
1	Positive for me personally; however, could be negative for others.	12/8/2015 12:43 PM

**Q7 On a scale from 1 (not very interesting) to 5 (extremely interesting), how aesthetically interesting is a trail?**

Answered: 11 Skipped: 0

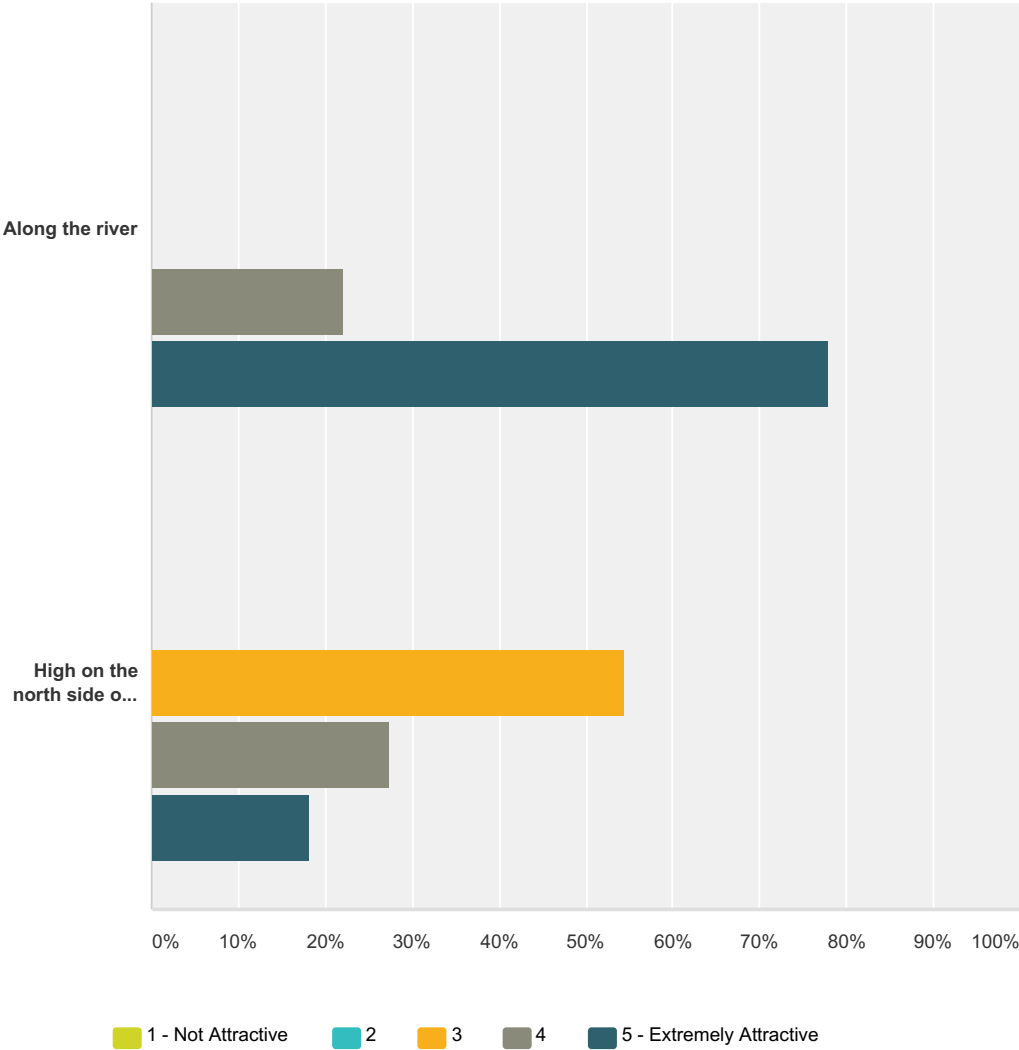


	1 - Not Interesting	2	3	4	5 - Extremely Interesting	Total
Along the river	0.00% 0	0.00% 0	20.00% 2	20.00% 2	60.00% 6	10
High on the north side of the mountain	0.00% 0	27.27% 3	36.36% 4	0.00% 0	36.36% 4	11



**Q8 On a scale from 1 (not very attractive) to 5 (extremely attractive), how attractive is a trail to potential users?**

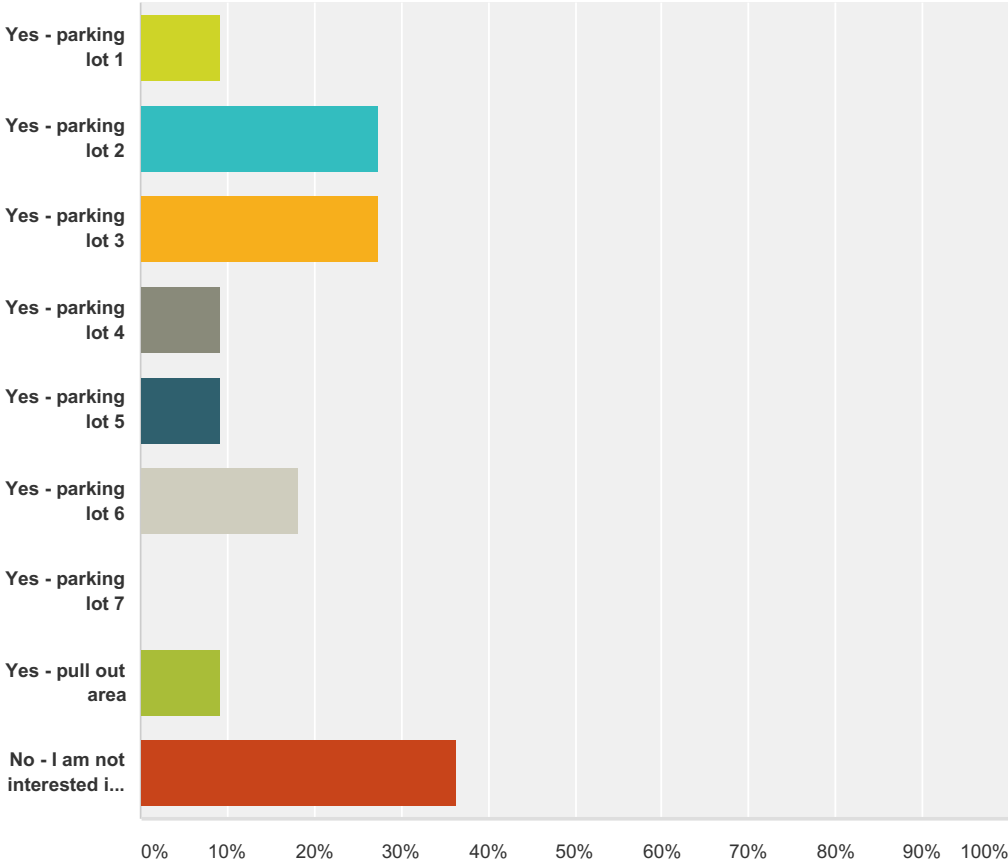
Answered: 11 Skipped: 0



	1 - Not Attractive	2	3	4	5 - Extremely Attractive	Total	Weighted Average
Along the river	0.00% 0	0.00% 0	0.00% 0	22.22% 2	77.78% 7	9	4.78
High on the north side of the mountain	0.00% 0	0.00% 0	54.55% 6	27.27% 3	18.18% 2	11	3.64

**Q9 Are you in favor of adding additional parking in segment 1? Please check all that apply.**

Answered: 11 Skipped: 0



Answer Choices	Responses
Yes - parking lot 1	9.09% 1
Yes - parking lot 2	27.27% 3
Yes - parking lot 3	27.27% 3
Yes - parking lot 4	9.09% 1
Yes - parking lot 5	9.09% 1
Yes - parking lot 6	18.18% 2
Yes - parking lot 7	0.00% 0
Yes - pull out area	9.09% 1
No - I am not interested in additional parking	36.36% 4
<b>Total Respondents: 11</b>	

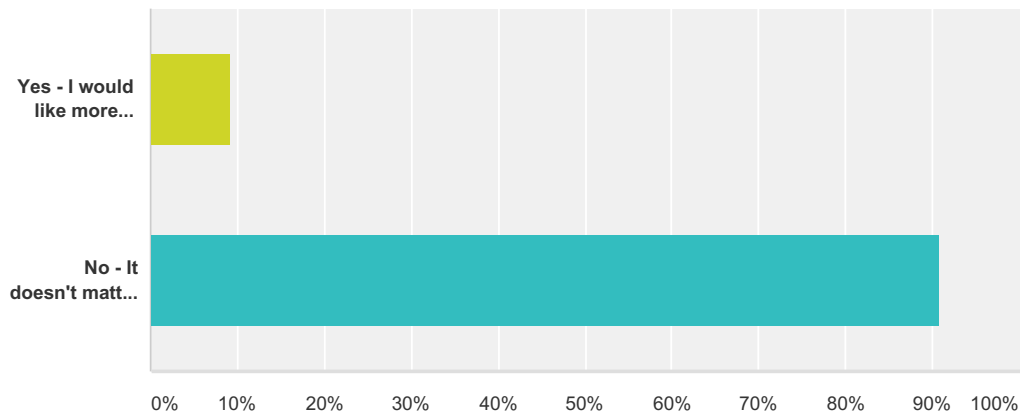
#	Any other locations?	Date
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## Ogden Canyon Active/Transit Focus Group

1	kilm	12/8/2015 12:40 PM
2	expand parking at mouth; the point is to get people walking on the trail.	12/8/2015 12:40 PM
3	I would favor parking on the trail side of the roadway	12/8/2015 12:36 PM
4	They can park at Rainbow Gardens	12/8/2015 12:29 PM

### Q10 Will location of parking affect your decision to use this section of trail?

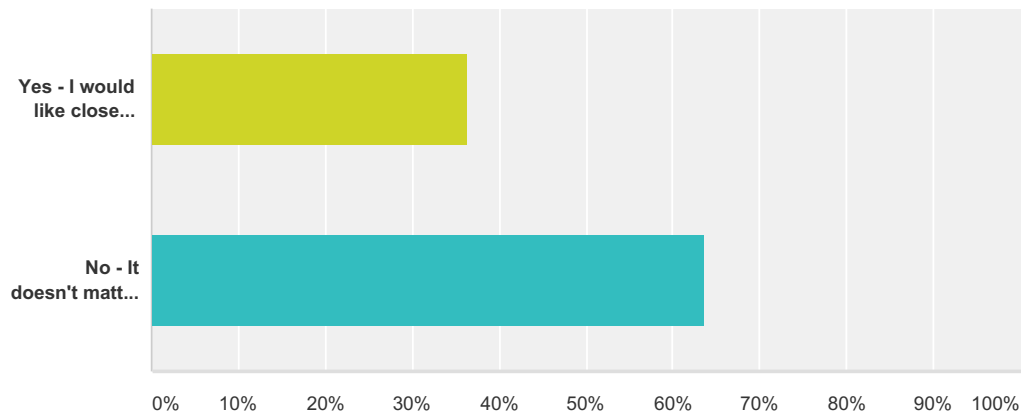
Answered: 11 Skipped: 0



Answer Choices	Responses
Yes - I would like more parking options	9.09% 1
No - It doesn't matter to me	90.91% 10
<b>Total</b>	<b>11</b>

### Q11 Will access to a public restroom affect your decision to use this section of trail?

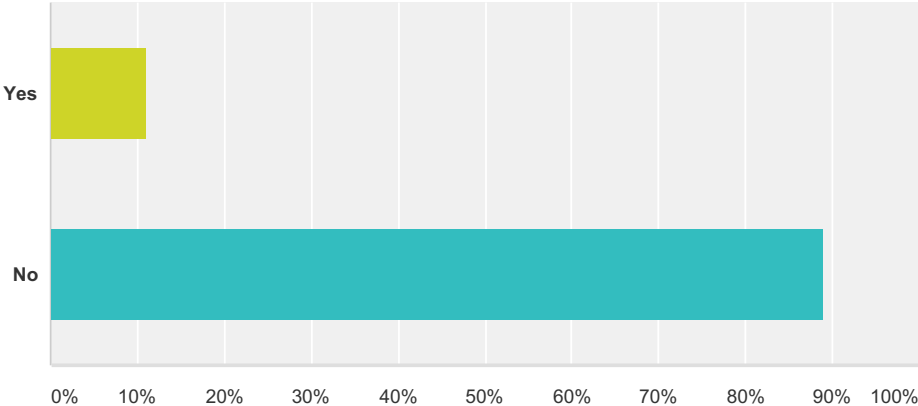
Answered: 11 Skipped: 0



Answer Choices	Responses
Yes - I would like close access to a restroom	36.36% 4
No - It doesn't matter to me	63.64% 7
<b>Total</b>	<b>11</b>

**Q12 Do you have any recommendations on locations for public restrooms in segment 1?**

Answered: 9 Skipped: 2

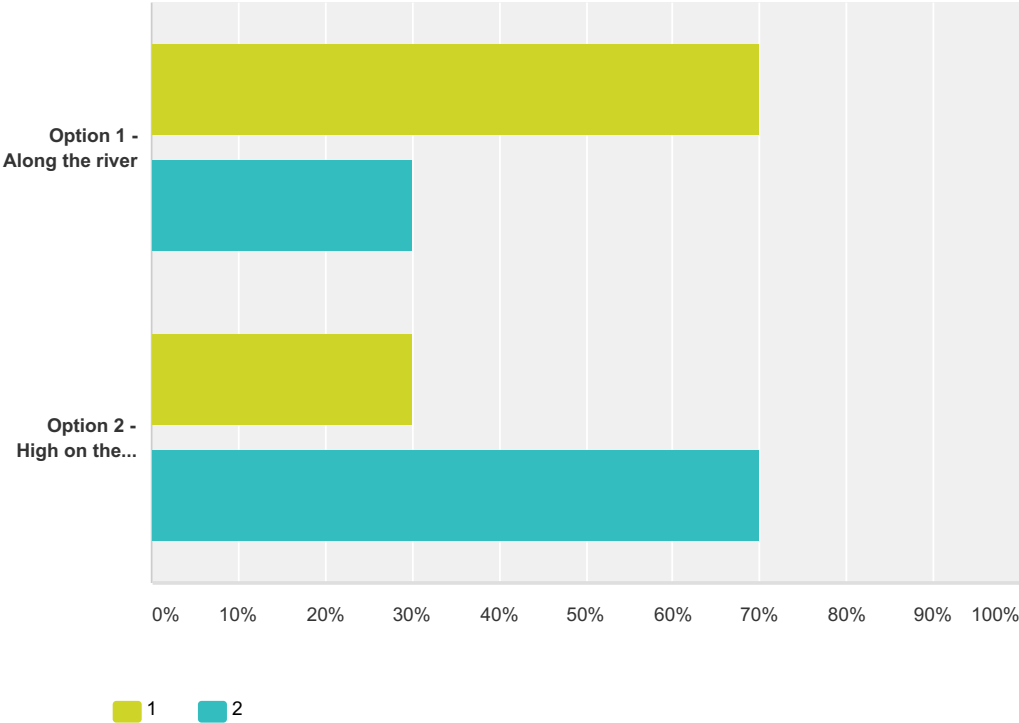


Answer Choices	Responses
Yes	11.11% 1
No	88.89% 8
<b>Total</b>	<b>9</b>

#	Where?	Date
1	kilm	12/8/2015 12:40 PM
2	waterfall area	12/8/2015 12:40 PM
3	Segment one has an existing restroom at the tunnel that routes below SR-39	12/8/2015 12:36 PM

**Q13 Please rank the trail options in order of priority to you (with 1 being most important and 2 being least important).**

Answered: 10 Skipped: 1



	1	2	Total	Score
Option 1 - Along the river	70.00% 7	30.00% 3	10	1.70
Option 2 - High on the north side of the mountain	30.00% 3	70.00% 7	10	1.30

**Q14 Please share any additional thoughts  
you may have for Segment 1.**

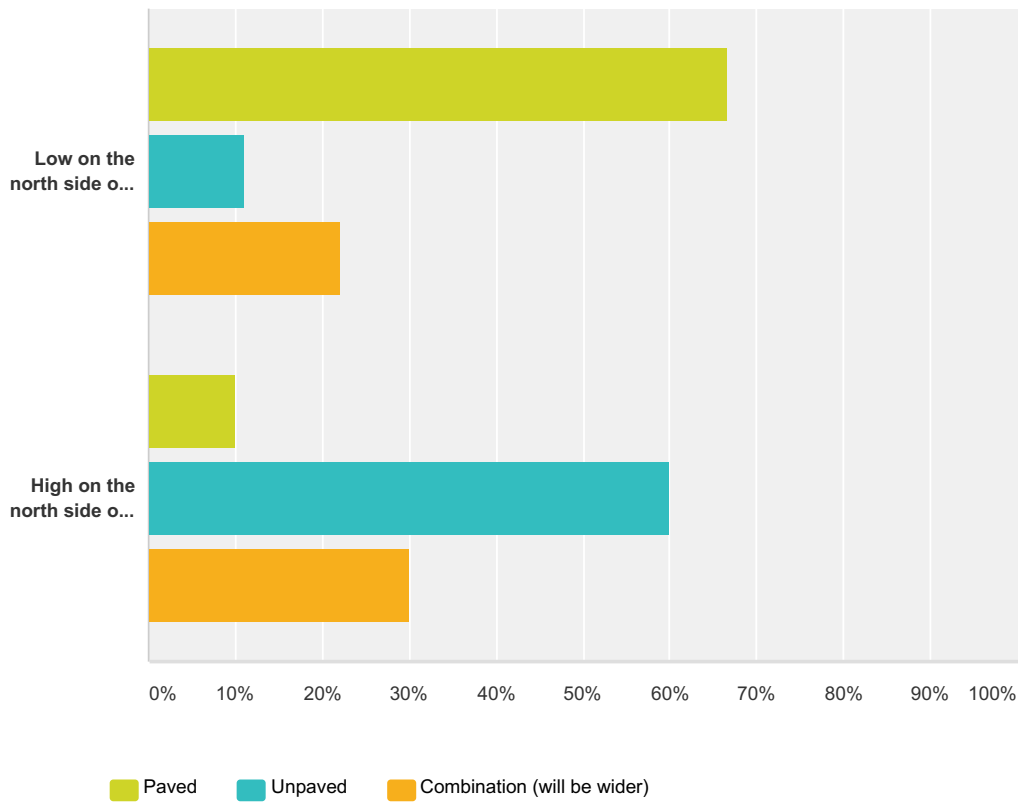
Answered: 3 Skipped: 8

#	Responses	Date
1	I feel that disturbing the aesthetics of the narrows distracts from the canyon experience for those who are not involved in the trail system. Also any additional parking areas create dangerous situations when cars are re-entering back onto the roadway in the narrows.	12/8/2015 1:04 PM
2	Ranking is based on my current fitness. The larger population will prefer the river trail.	12/8/2015 12:41 PM
3	this will be the heaviest used segment in the entire system, We want people to park in Ogden and walk to the waterfall, river, cliff faces, etc	12/8/2015 12:40 PM



### Q15 What type of trail would be most useful?

Answered: 11 Skipped: 0

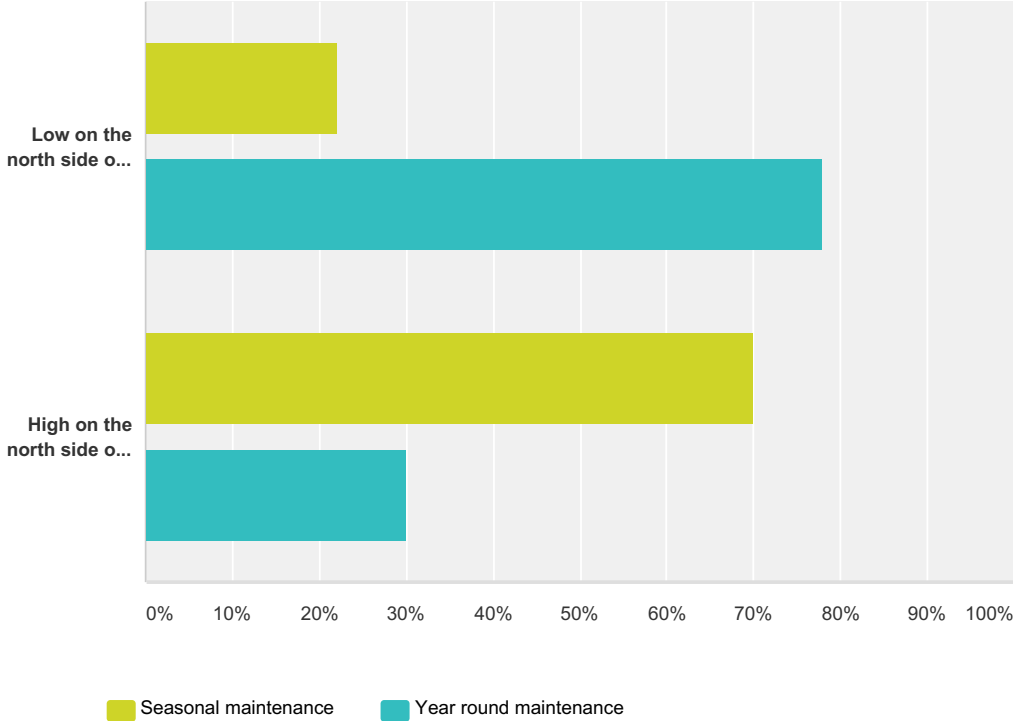


	Paved	Unpaved	Combination (will be wider)	Total
Low on the north side of the mountain	66.67% 6	11.11% 1	22.22% 2	9
High on the north side of the mountain	10.00% 1	60.00% 6	30.00% 3	10

#	Other (please specify)	Date
1	too close to houses goes on low trail	12/8/2015 1:26 PM

### Q16 How should a trail be maintained?

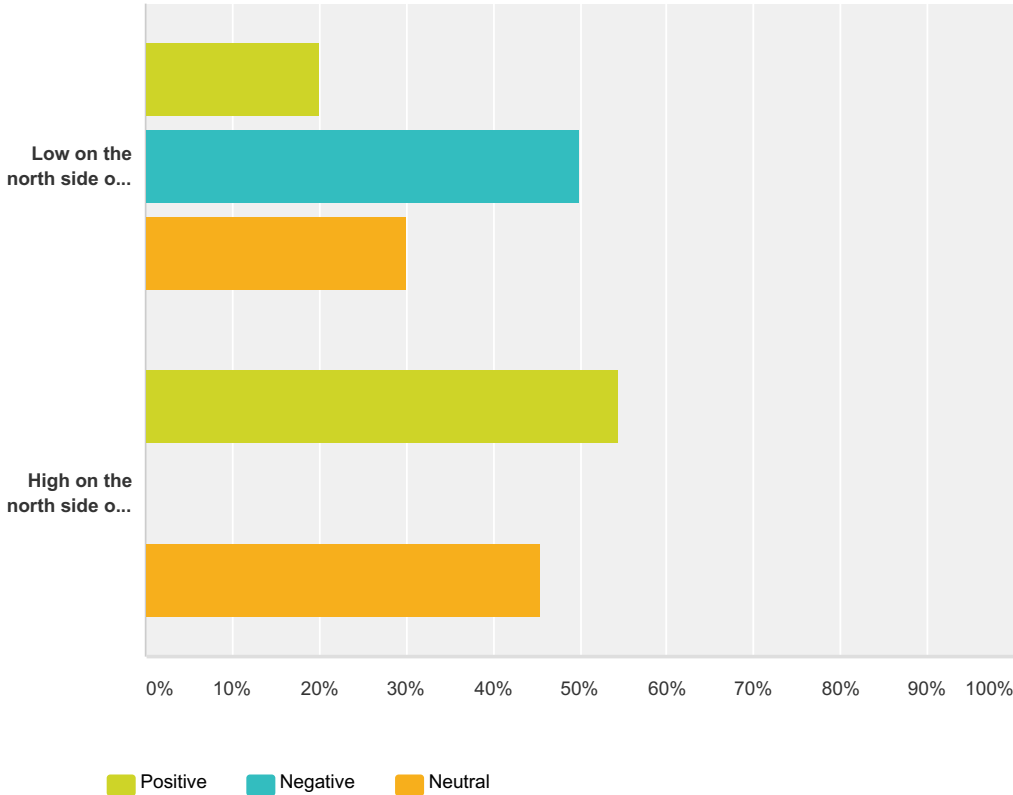
Answered: 11 Skipped: 0



	Seasonal maintenance	Year round maintenance	Total
Low on the north side of the mountain	22.22% 2	77.78% 7	9
High on the north side of the mountain	70.00% 7	30.00% 3	10

### Q17 What kind of impact would a trail have on property owners?

Answered: 11 Skipped: 0

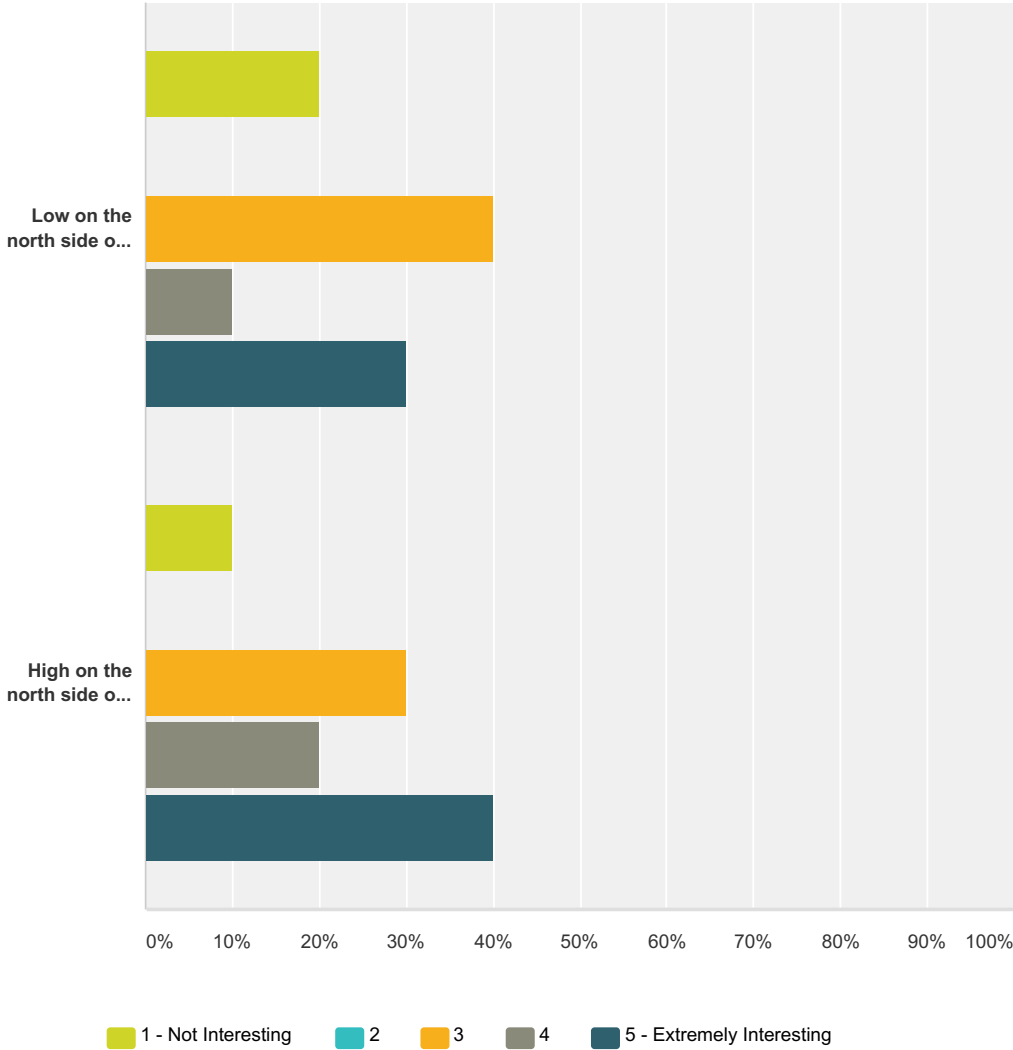


	Positive	Negative	Neutral	Total	Weighted Average
Low on the north side of the mountain	20.00% 2	50.00% 5	30.00% 3	10	0.00
High on the north side of the mountain	54.55% 6	0.00% 0	45.45% 5	11	0.00

#	Other (please specify)	Date
1	road to narrow houses built to 10 feet of road	12/8/2015 1:26 PM
2	Having been involved in negative property damage along the weber pathway on the west end of the county I feel that anytime you run a trail through and along private property, private property is opened up to vandalism and loss of personal property.	12/8/2015 1:04 PM

**Q18 On a scale from 1 (not very interesting) to 5 (extremely interesting), how aesthetically interesting is a trail?**

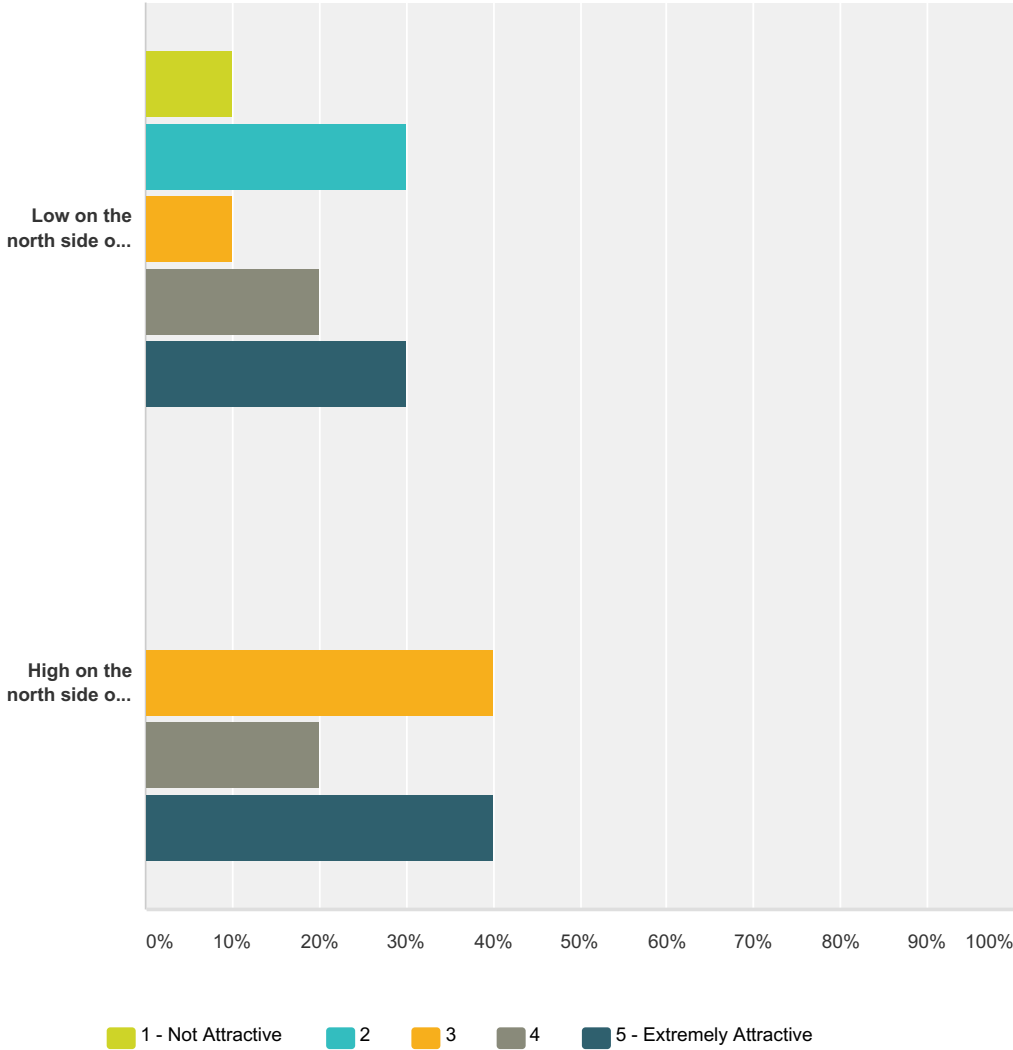
Answered: 11 Skipped: 0



	1 - Not Interesting	2	3	4	5 - Extremely Interesting	Total
Low on the north side of the mountain	20.00% 2	0.00% 0	40.00% 4	10.00% 1	30.00% 3	10
High on the north side of the mountain	10.00% 1	0.00% 0	30.00% 3	20.00% 2	40.00% 4	10

**Q19 On a scale from 1 (not very attractive) to 5 (extremely attractive), how attractive is a trail to potential users?**

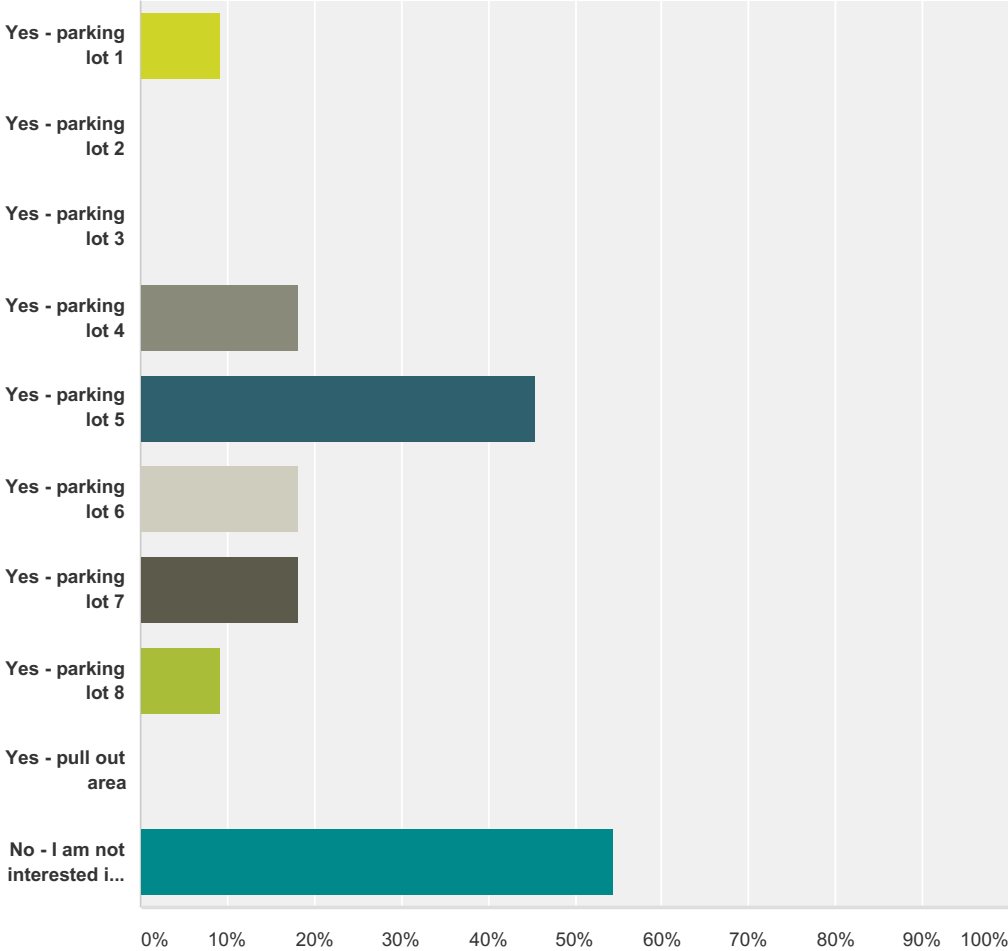
Answered: 11 Skipped: 0



	1 - Not Attractive	2	3	4	5 - Extremely Attractive	Total	Weighted Average
Low on the north side of the mountain	10.00% 1	30.00% 3	10.00% 1	20.00% 2	30.00% 3	10	3.30
High on the north side of the mountain	0.00% 0	0.00% 0	40.00% 4	20.00% 2	40.00% 4	10	4.00

**Q20 Are you in favor of adding additional parking in segment 2? Please check all that apply.**

Answered: 11 Skipped: 0



Answer Choices	Responses
Yes - parking lot 1	9.09% 1
Yes - parking lot 2	0.00% 0
Yes - parking lot 3	0.00% 0
Yes - parking lot 4	18.18% 2
Yes - parking lot 5	45.45% 5
Yes - parking lot 6	18.18% 2
Yes - parking lot 7	18.18% 2
Yes - parking lot 8	9.09% 1
Yes - pull out area	0.00% 0
No - I am not interested in additional parking	54.55% 6

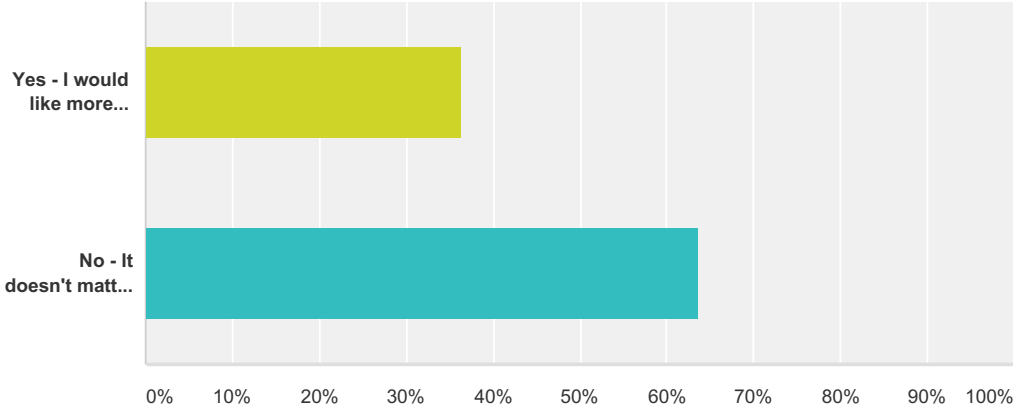
# Ogden Canyon Active/Transit Focus Group

Total Respondents: 11

#	Any other locations?	Date
1	A bridge has been proposed by lot 8.	12/8/2015 12:55 PM
2	we should foster a future hop on/hop off shuttle. May be a long way off	12/8/2015 12:55 PM
3	No increased parking, but connections from existing parking lots to proposed trails	12/8/2015 12:54 PM

### Q21 Will location of parking affect your decision to use this section of trail?

Answered: 11 Skipped: 0

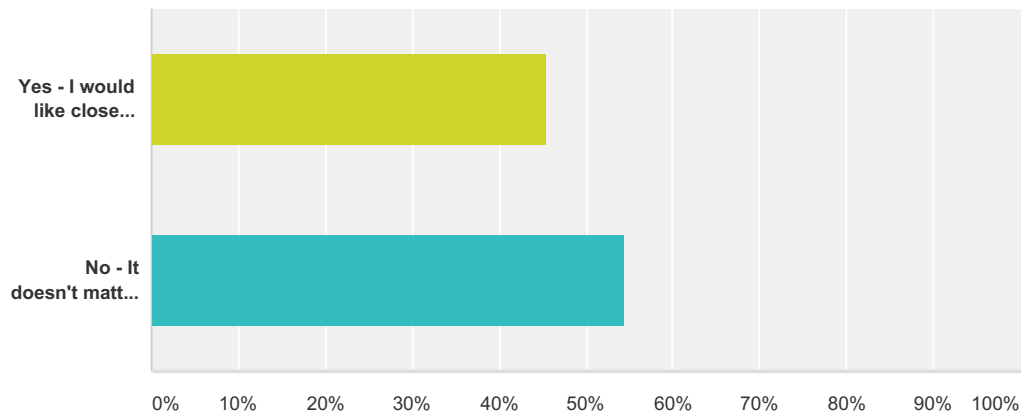


Answer Choices	Responses
Yes - I would like more parking options	36.36% 4
No - It doesn't matter to me	63.64% 7
<b>Total</b>	<b>11</b>



### Q22 Will access to a public restroom affect your decision to use this section of trail?

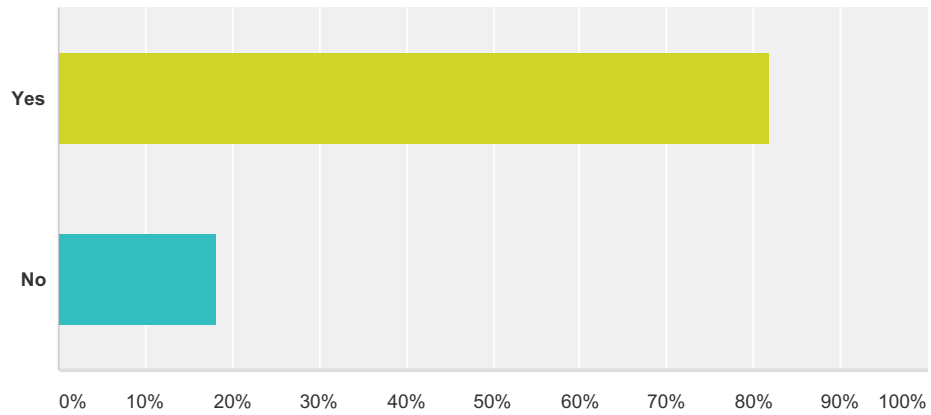
Answered: 11 Skipped: 0



Answer Choices	Responses
Yes - I would like close access to a restroom	45.45% 5
No - It doesn't matter to me	54.55% 6
<b>Total</b>	<b>11</b>

### Q23 Do you have any recommendations on locations for public restrooms in segment 2?

Answered: 11 Skipped: 0

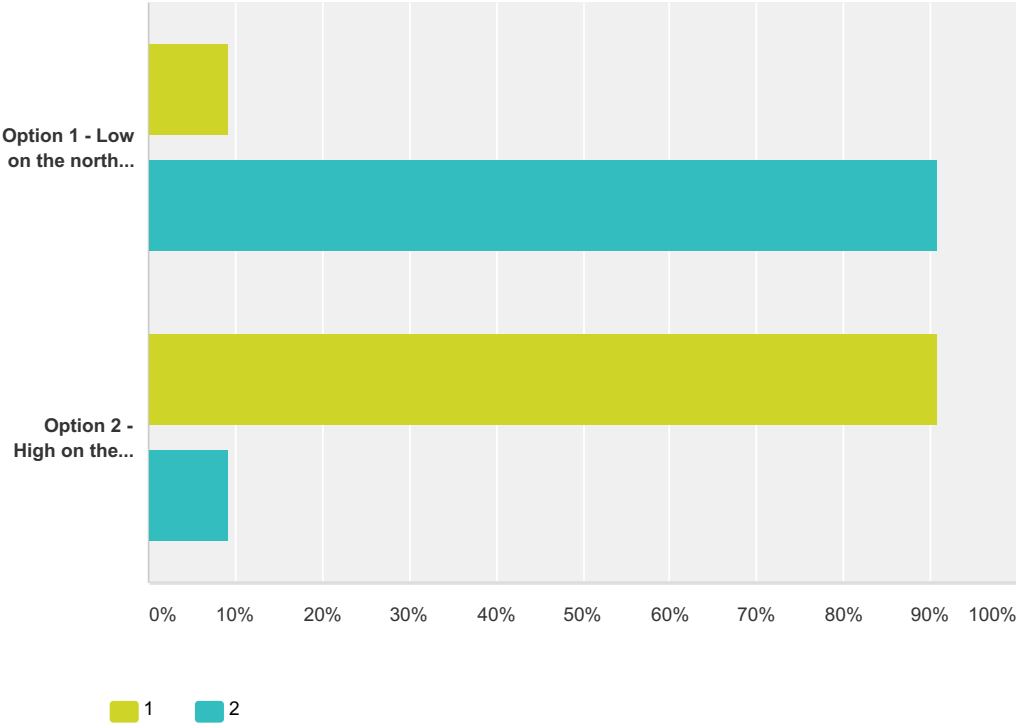


Answer Choices	Responses
Yes	81.82% 9
No	18.18% 2
<b>Total</b>	<b>11</b>

#	Where?	Date
1	kilm	12/8/2015 1:26 PM
2	At lot 5 near the lime Kiln and potential parking	12/8/2015 1:10 PM
3	Indian trail head	12/8/2015 1:04 PM
4	Lime kiln	12/8/2015 12:55 PM
5	Indian Trailhead	12/8/2015 12:55 PM
6	Indian Trailhead	12/8/2015 12:55 PM
7	At the Indian Trailhead	12/8/2015 12:54 PM
8	At 5 parking	12/8/2015 12:54 PM
9	Area 1 would be nice for climbers	12/8/2015 12:51 PM

**Q24 Please rank the trail options in order of priority to you (with 1 being most important and 2 being least important).**

Answered: 11 Skipped: 0



	1	2	Total	Score
Option 1 - Low on the north side of the mountain	9.09% 1	90.91% 10	11	1.09
Option 2 - High on the north side of the mountain	90.91% 10	9.09% 1	11	1.91

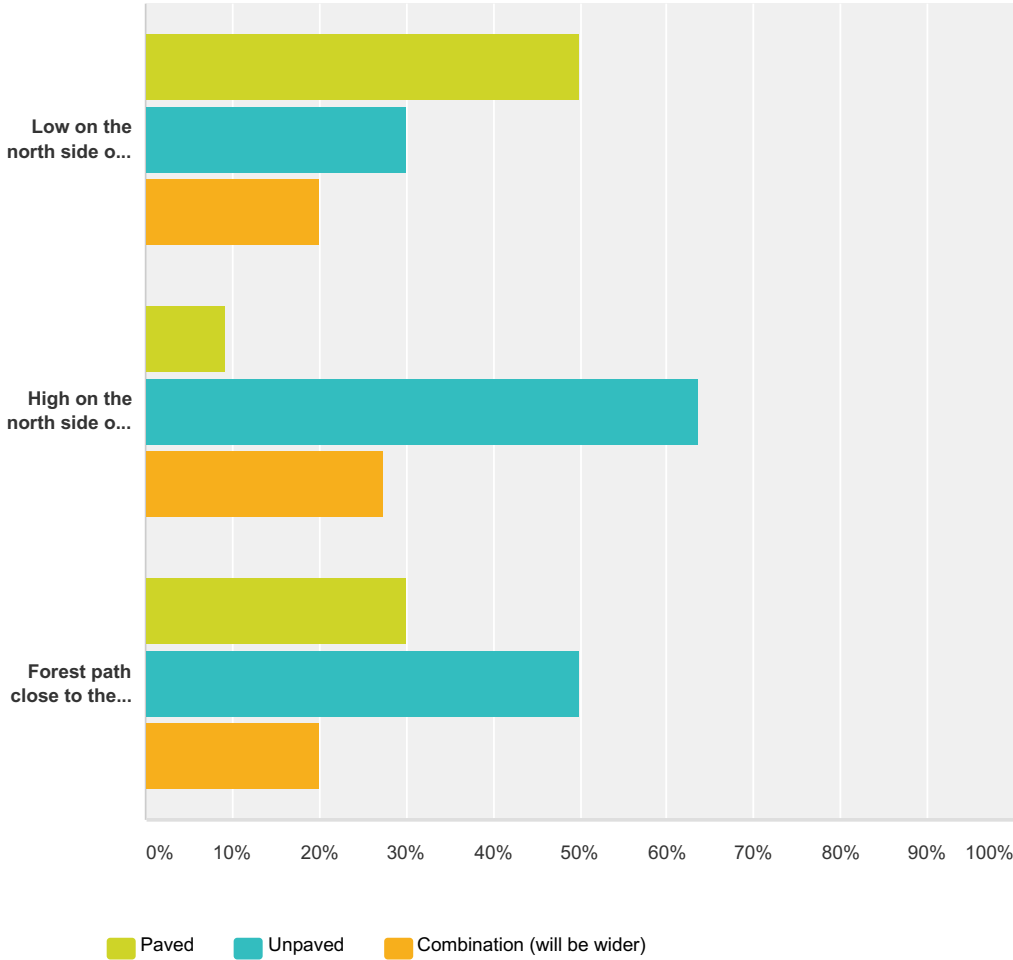
**Q25 Please share any additional thoughts  
you may have for Segment 2.**

Answered: 3 Skipped: 8

#	Responses	Date
1	road through perry and fairmont and cobbles low trail is really not a road 90percent of people park on the road	12/8/2015 1:26 PM
2	I am in favor of keeping the trail away from residential areas and avoiding parking areas where people are given the opportunity to co-mingle with traffic.	12/8/2015 1:04 PM
3	Should connect Indian Trail to Canyon trail (high)	12/8/2015 12:55 PM

### Q26 What type of trail would be most useful?

Answered: 11 Skipped: 0

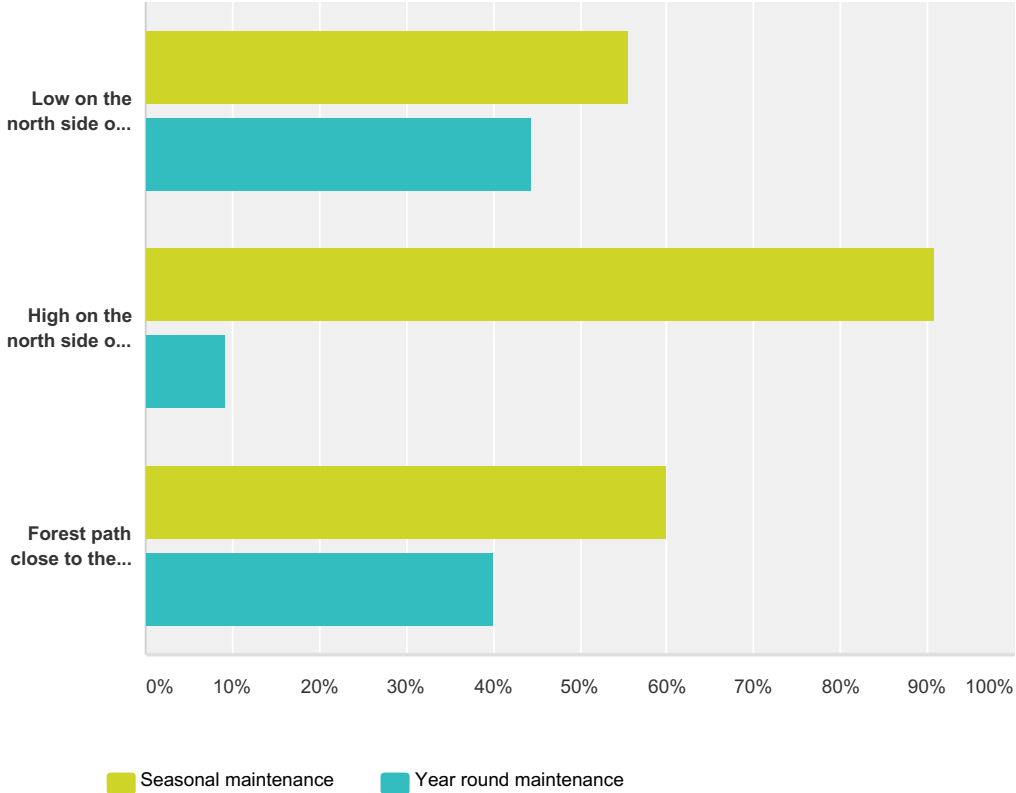


	Paved	Unpaved	Combination (will be wider)	Total
Low on the north side of the mountain	50.00% 5	30.00% 3	20.00% 2	10
High on the north side of the mountain	9.09% 1	63.64% 7	27.27% 3	11
Forest path close to the river	30.00% 3	50.00% 5	20.00% 2	10

#	Other (please specify)	Date
	There are no responses.	

### Q27 How should a trail be maintained?

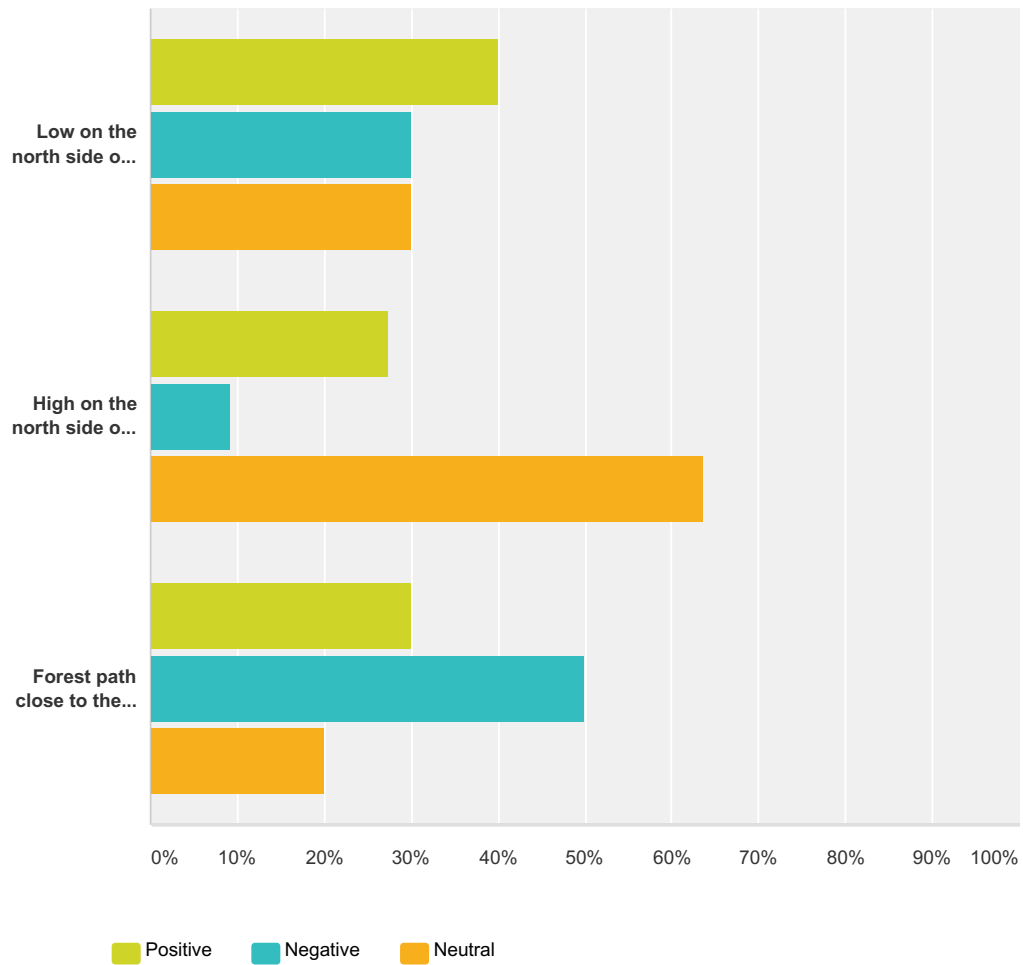
Answered: 11 Skipped: 0



	Seasonal maintenance	Year round maintenance	Total
Low on the north side of the mountain	55.56% 5	44.44% 4	9
High on the north side of the mountain	90.91% 10	9.09% 1	11
Forest path close to the river	60.00% 6	40.00% 4	10

### Q28 What kind of impact would a trail have on property owners?

Answered: 11 Skipped: 0

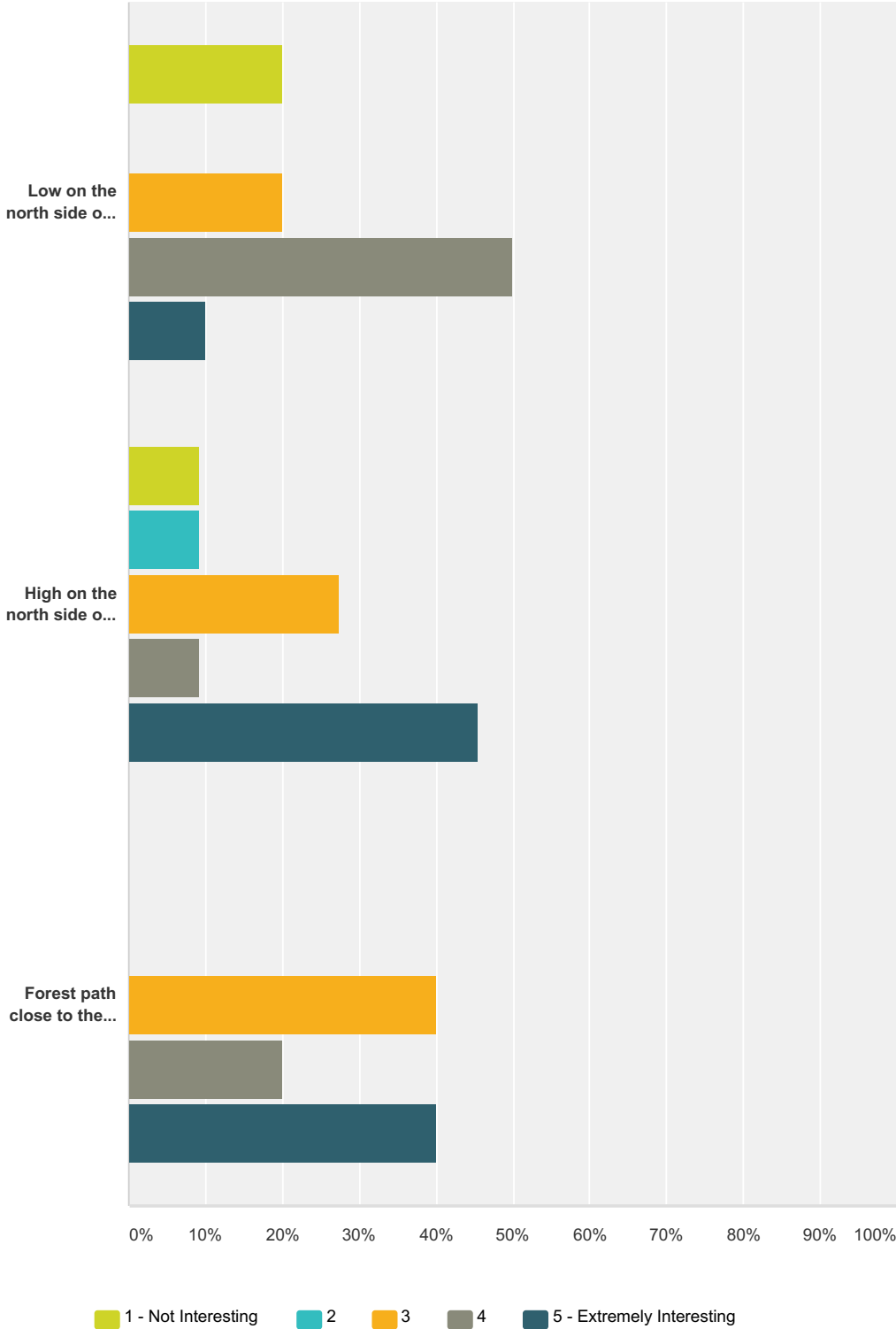


	Positive	Negative	Neutral	Total	Weighted Average
Low on the north side of the mountain	40.00% 4	30.00% 3	30.00% 3	10	0.00
High on the north side of the mountain	27.27% 3	9.09% 1	63.64% 7	11	0.00
Forest path close to the river	30.00% 3	50.00% 5	20.00% 2	10	0.00

#	Other (please specify)	Date
1	All routes have open space and property impacts.	12/8/2015 1:08 PM

**Q29 On a scale from 1 (not very interesting) to 5 (extremely interesting), how aesthetically interesting is a trail?**

Answered: 11 Skipped: 0



	1 - Not Interesting	2	3	4	5 - Extremely Interesting	Total
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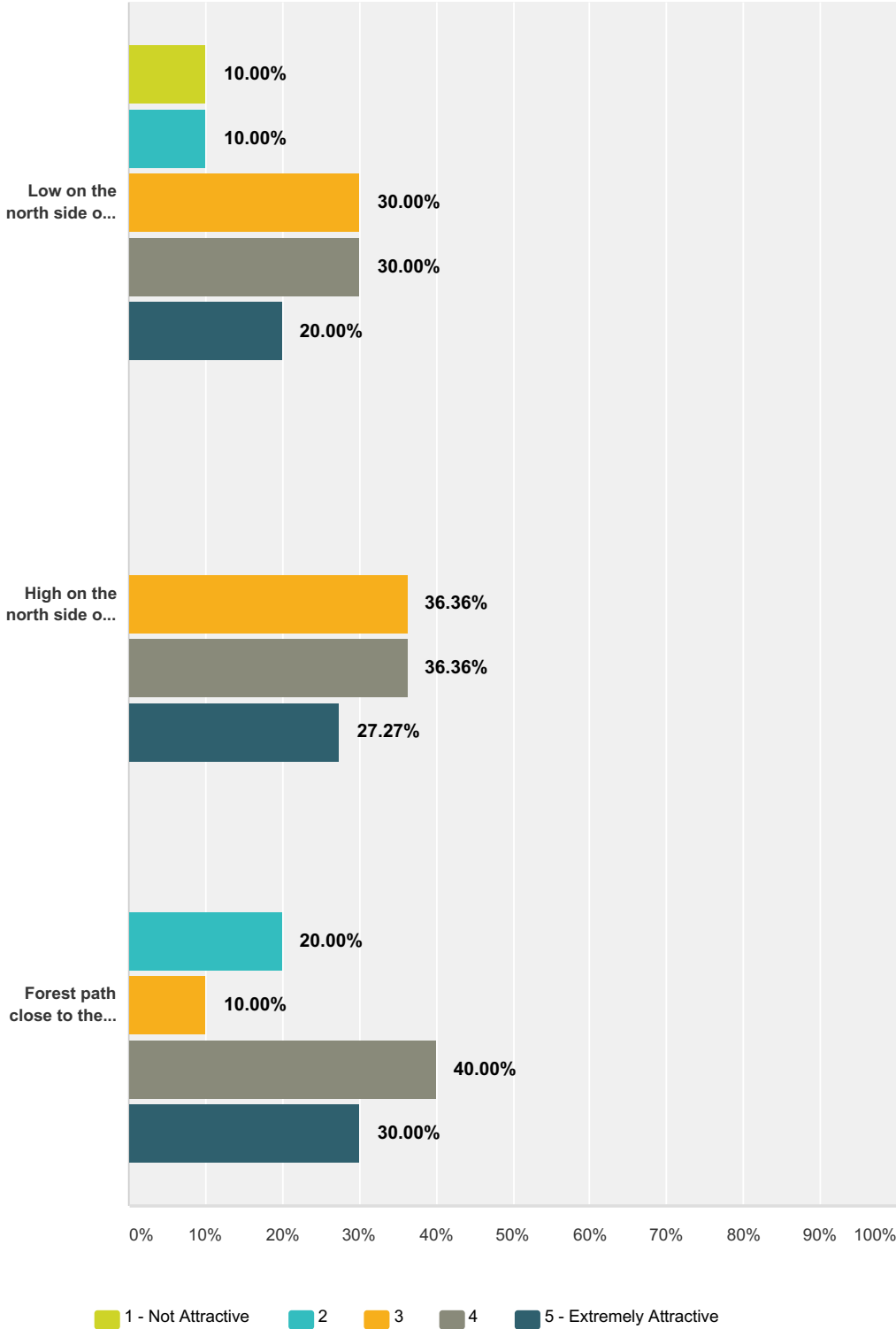


## Ogden Canyon Active/Transit Focus Group

Low on the north side of the mountain	<b>20.00%</b> 2	<b>0.00%</b> 0	<b>20.00%</b> 2	<b>50.00%</b> 5	<b>10.00%</b> 1	10
High on the north side of the mountain	<b>9.09%</b> 1	<b>9.09%</b> 1	<b>27.27%</b> 3	<b>9.09%</b> 1	<b>45.45%</b> 5	11
Forest path close to the river	<b>0.00%</b> 0	<b>0.00%</b> 0	<b>40.00%</b> 4	<b>20.00%</b> 2	<b>40.00%</b> 4	10

**Q30 On a scale from 1 (not very attractive) to 5 (extremely attractive), how attractive is a trail to potential users?**

Answered: 11 Skipped: 0



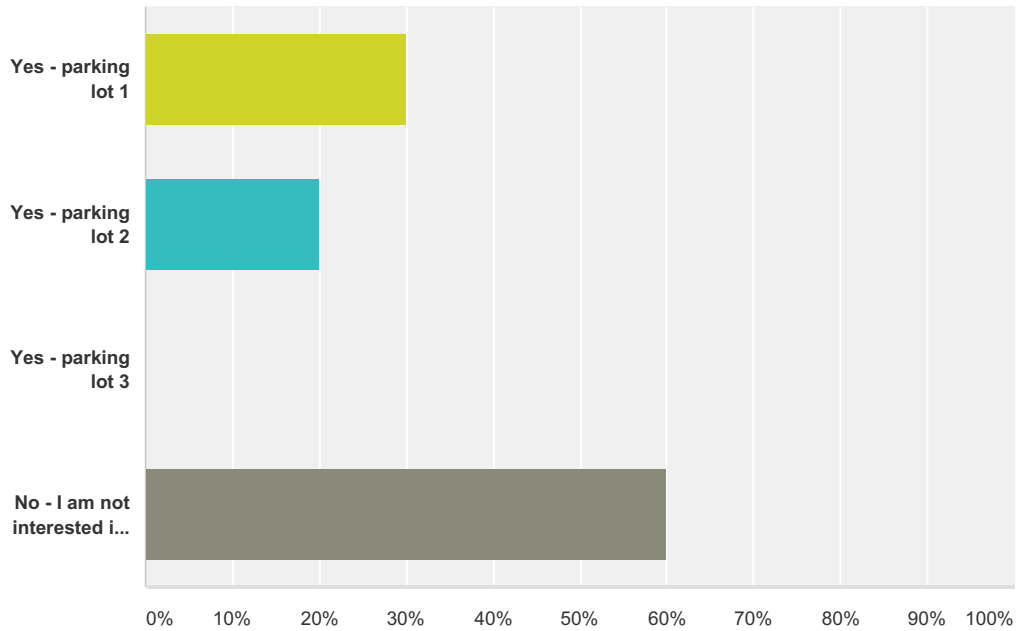
	1 - Not Attractive	2	3	4	5 - Extremely Attractive	Total	Weighted Average
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## Ogden Canyon Active/Transit Focus Group

Low on the north side of the mountain	<b>10.00%</b> 1	<b>10.00%</b> 1	<b>30.00%</b> 3	<b>30.00%</b> 3	<b>20.00%</b> 2	10	3.40
High on the north side of the mountain	<b>0.00%</b> 0	<b>0.00%</b> 0	<b>36.36%</b> 4	<b>36.36%</b> 4	<b>27.27%</b> 3	11	3.91
Forest path close to the river	<b>0.00%</b> 0	<b>20.00%</b> 2	<b>10.00%</b> 1	<b>40.00%</b> 4	<b>30.00%</b> 3	10	3.80

### Q31 Are you in favor of adding additional parking in segment 3?

Answered: 10 Skipped: 1

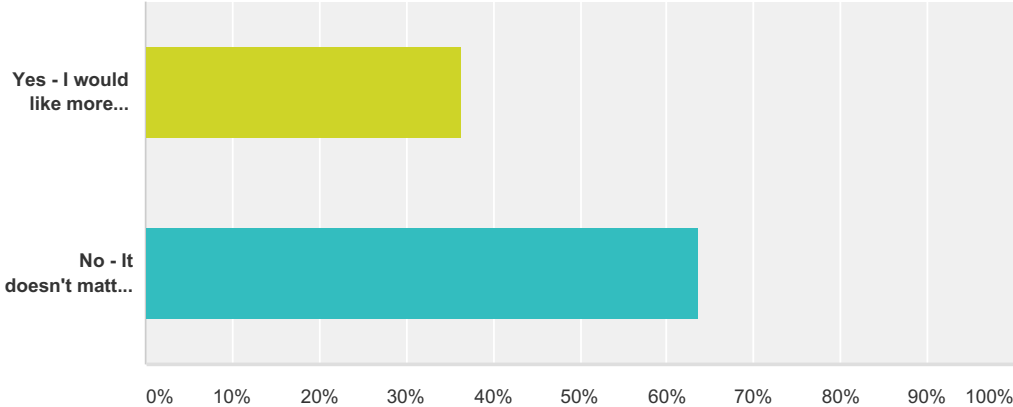


Answer Choices	Responses
Yes - parking lot 1	30.00% 3
Yes - parking lot 2	20.00% 2
Yes - parking lot 3	0.00% 0
No - I am not interested in additional parking	60.00% 6
<b>Total Respondents: 10</b>	

#	Any other locations?	Date
1	East of Alaskan Inn.	12/8/2015 1:08 PM
2	Private/parking in commercial area.	12/8/2015 1:06 PM
3	Lot in the Hermitage area between 1 & 2	12/8/2015 1:04 PM

### Q32 Will location of parking affect your decision to use this section of trail?

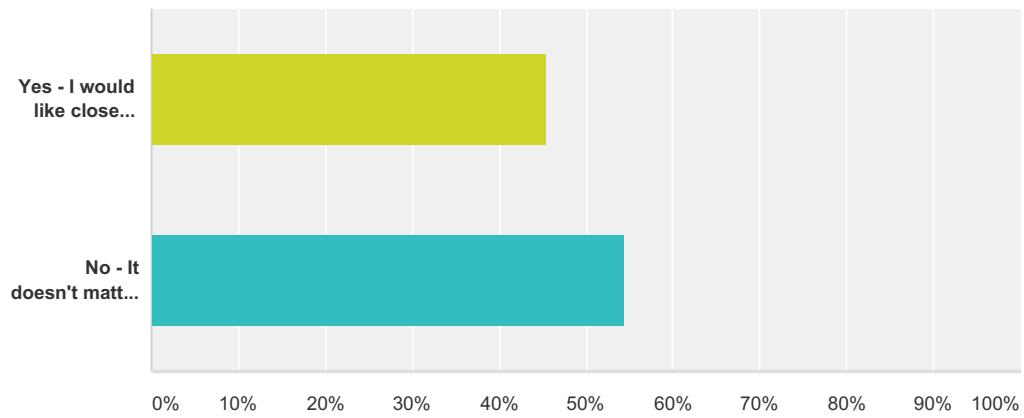
Answered: 11 Skipped: 0



Answer Choices	Responses	
Yes - I would like more parking options	36.36%	4
No - It doesn't matter to me	63.64%	7
<b>Total</b>		<b>11</b>

### Q33 Will access to a public restroom affect your decision to use this section of trail?

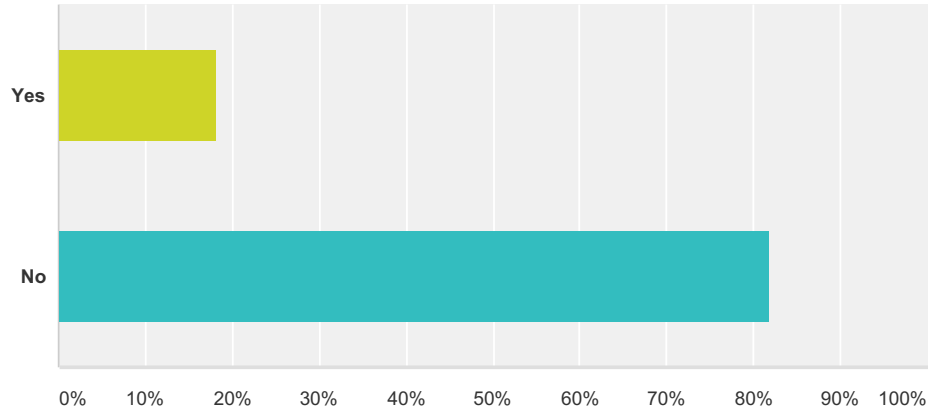
Answered: 11 Skipped: 0



Answer Choices	Responses
Yes - I would like close access to a restroom	45.45% 5
No - It doesn't matter to me	54.55% 6
<b>Total</b>	<b>11</b>

### Q34 Do you have any recommendations on locations for public restrooms in segment 3?

Answered: 11 Skipped: 0

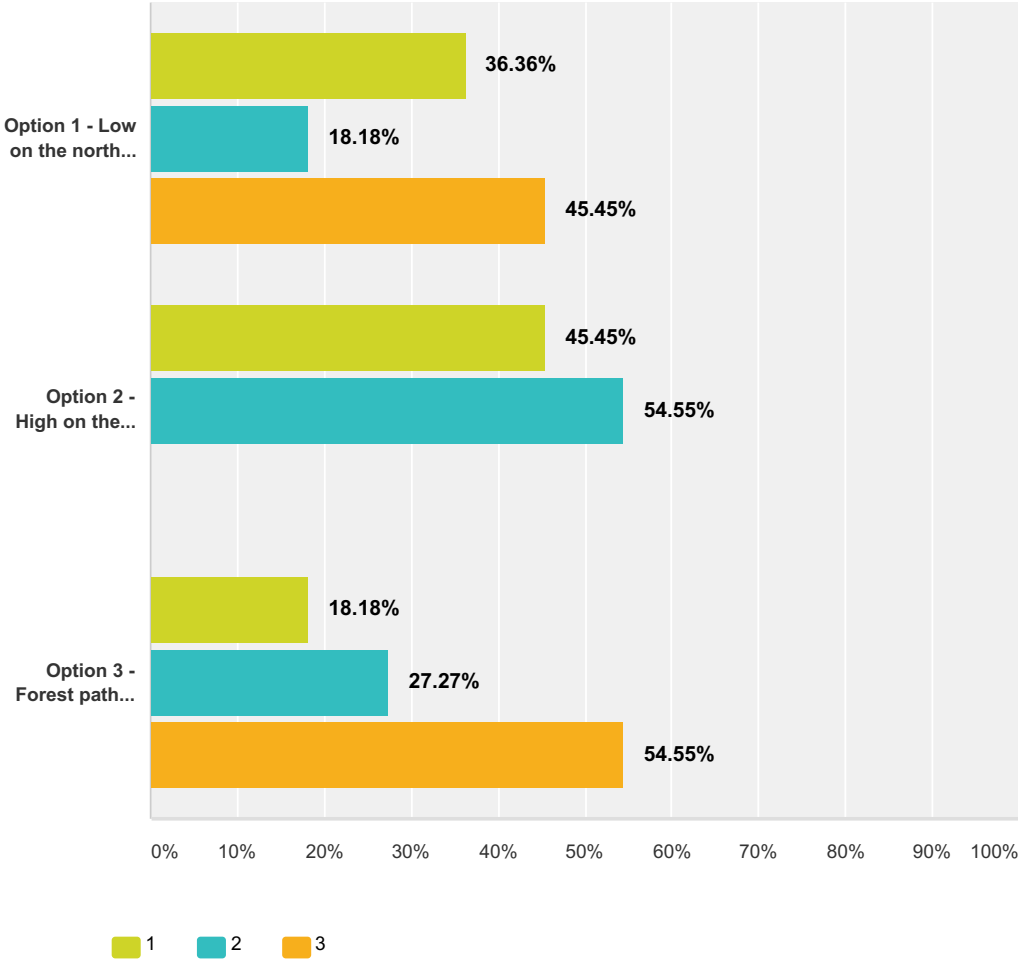


Answer Choices	Responses
Yes	18.18% 2
No	81.82% 9
<b>Total</b>	<b>11</b>

#	Where?	Date
1	East of Alaskan Inn	12/8/2015 1:08 PM
2	Public/private partnership with Gray Cliff	12/8/2015 1:06 PM

**Q35 Please rank the trail options in order of priority to you (with 1 being most important and 3 being least important).**

Answered: 11 Skipped: 0



	1	2	3	Total	Score
Option 1 - Low on the north side of the mountain	36.36% 4	18.18% 2	45.45% 5	11	1.91
Option 2 - High on the north side of the mountain	45.45% 5	54.55% 6	0.00% 0	11	2.45
Option 3 - Forest path close to the river	18.18% 2	27.27% 3	54.55% 6	11	1.64



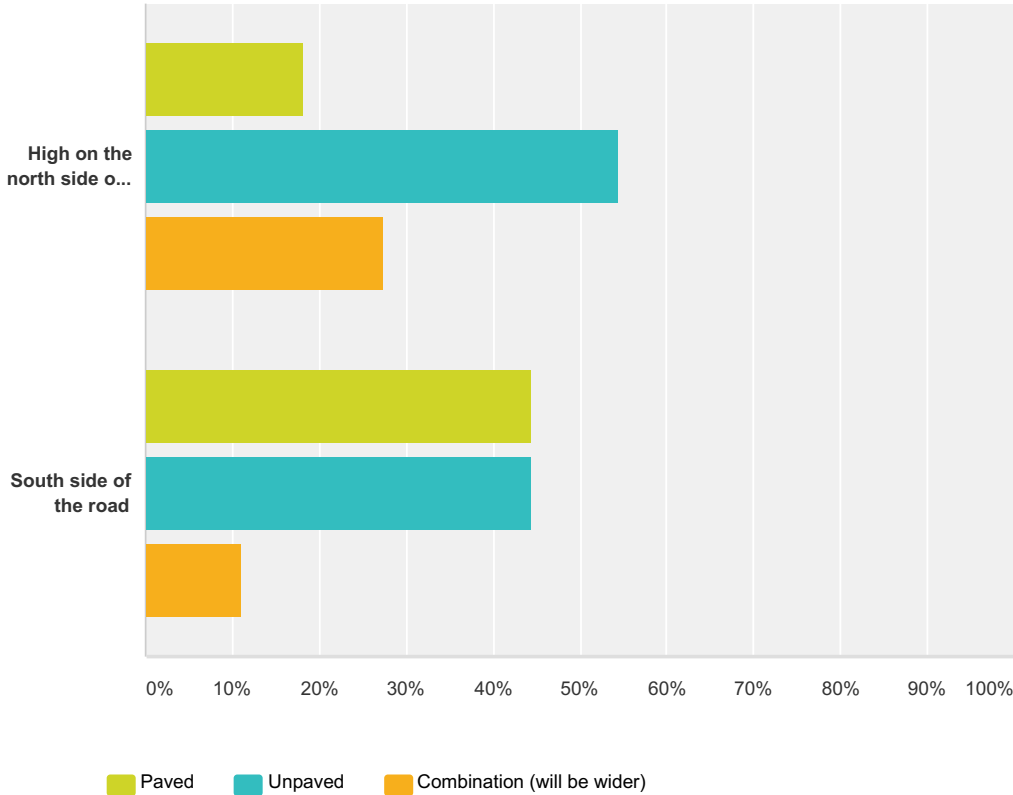
**Q36 Please share any additional thoughts  
you may have for Segment 3.**

Answered: 2 Skipped: 9

#	Responses	Date
1	I like the access to the Alaskan Inn from the low trail however I do not like it's invasion to private property in all segments.t	12/8/2015 1:06 PM
2	The low path would benefit Alaskan Inn guests. The forest path that crosses to the south side would be to impactful to residents and always shady/icy.	12/8/2015 1:04 PM

### Q37 What type of trail would be most useful?

Answered: 11 Skipped: 0

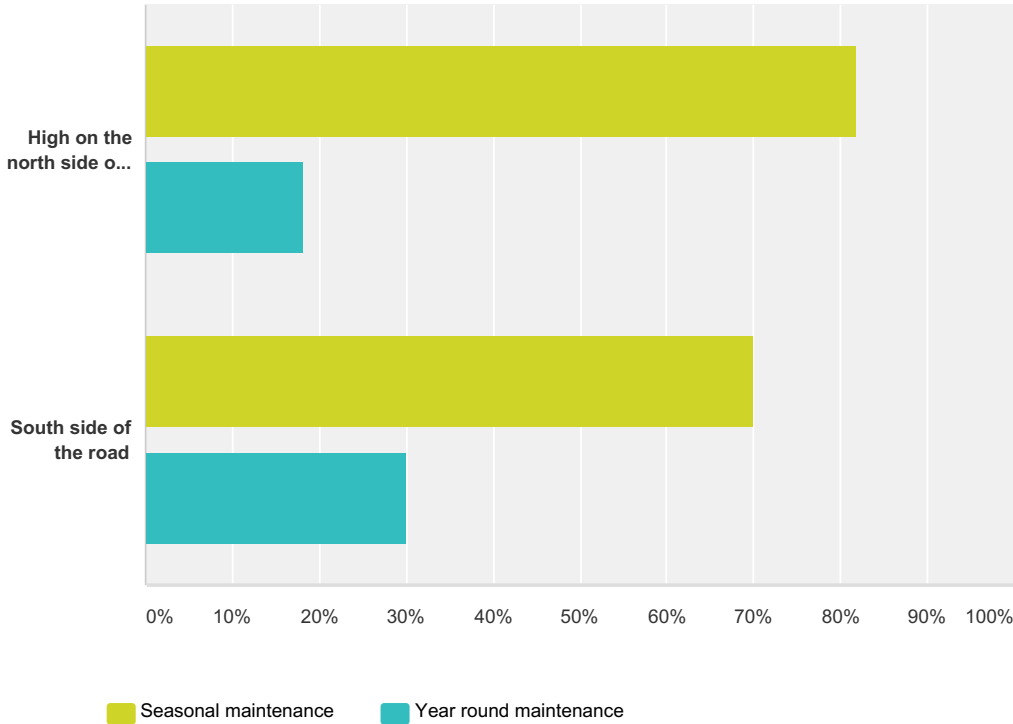


	Paved	Unpaved	Combination (will be wider)	Total
High on the north side of the mountain	18.18% 2	54.55% 6	27.27% 3	11
South side of the road	44.44% 4	44.44% 4	11.11% 1	9

#	Other (please specify)	Date
1	upper trail to before bockmans then cross to south road	12/8/2015 1:28 PM

**Q38 How should a trail be maintained?**

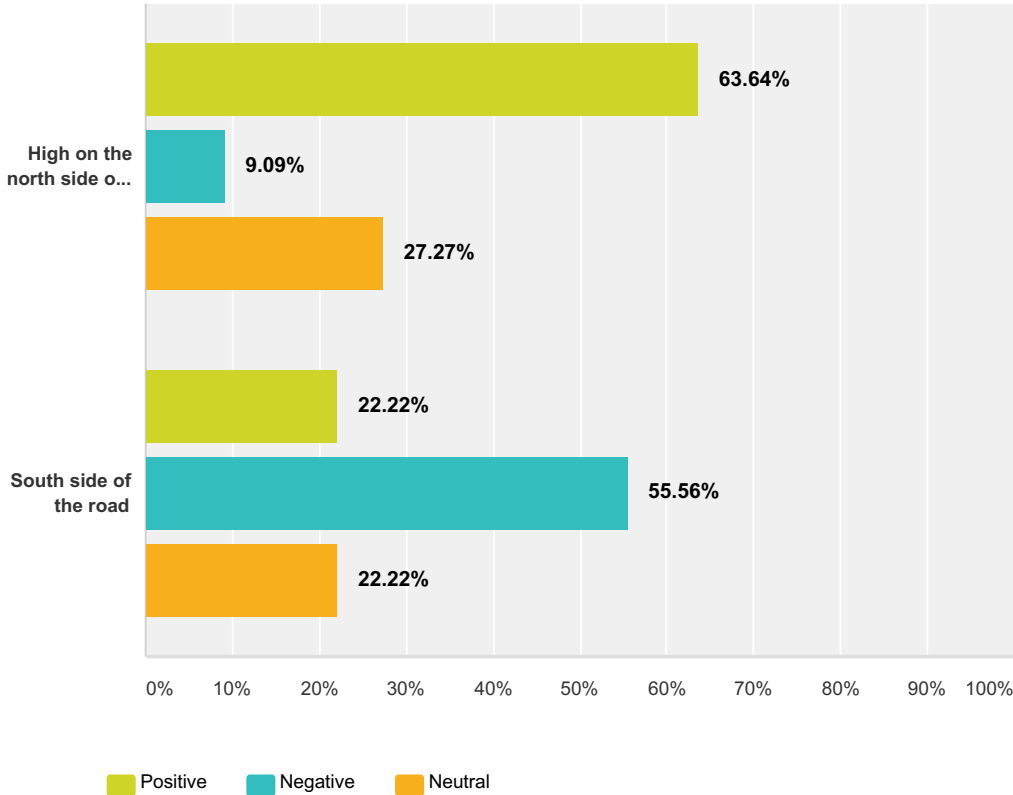
Answered: 11 Skipped: 0



	Seasonal maintenance	Year round maintenance	Total
High on the north side of the mountain	81.82% 9	18.18% 2	11
South side of the road	70.00% 7	30.00% 3	10

### Q39 What kind of impact would a trail have on property owners?

Answered: 11 Skipped: 0

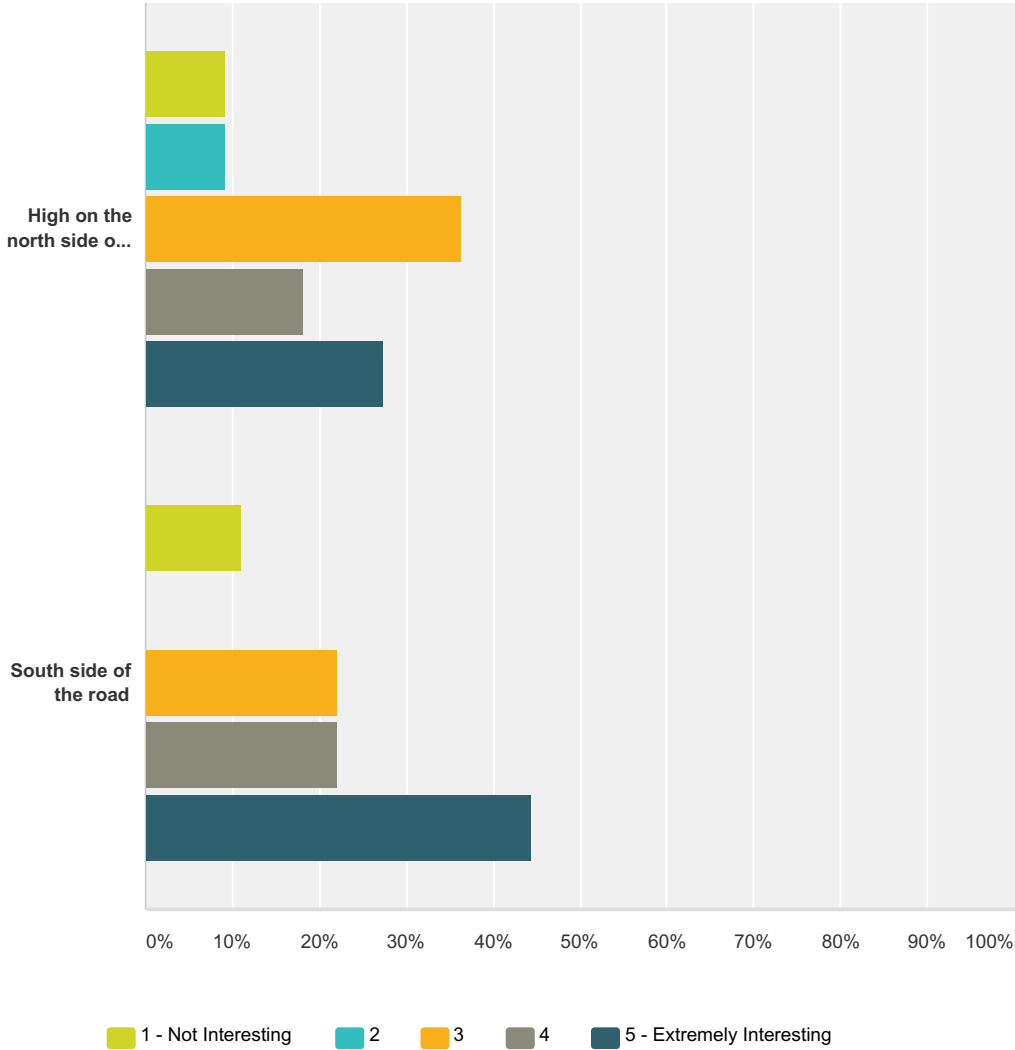


	Positive	Negative	Neutral	Total	Weighted Average
High on the north side of the mountain	63.64% 7	9.09% 1	27.27% 3	11	0.00
South side of the road	22.22% 2	55.56% 5	22.22% 2	9	0.00

#	Other (please specify)	Date
1	If the trail could swing outside of some of the neighborhoods, that would be ideal.	12/8/2015 1:13 PM

**Q40 On a scale from 1 (not very interesting) to 5 (extremely interesting), how aesthetically interesting is a trail?**

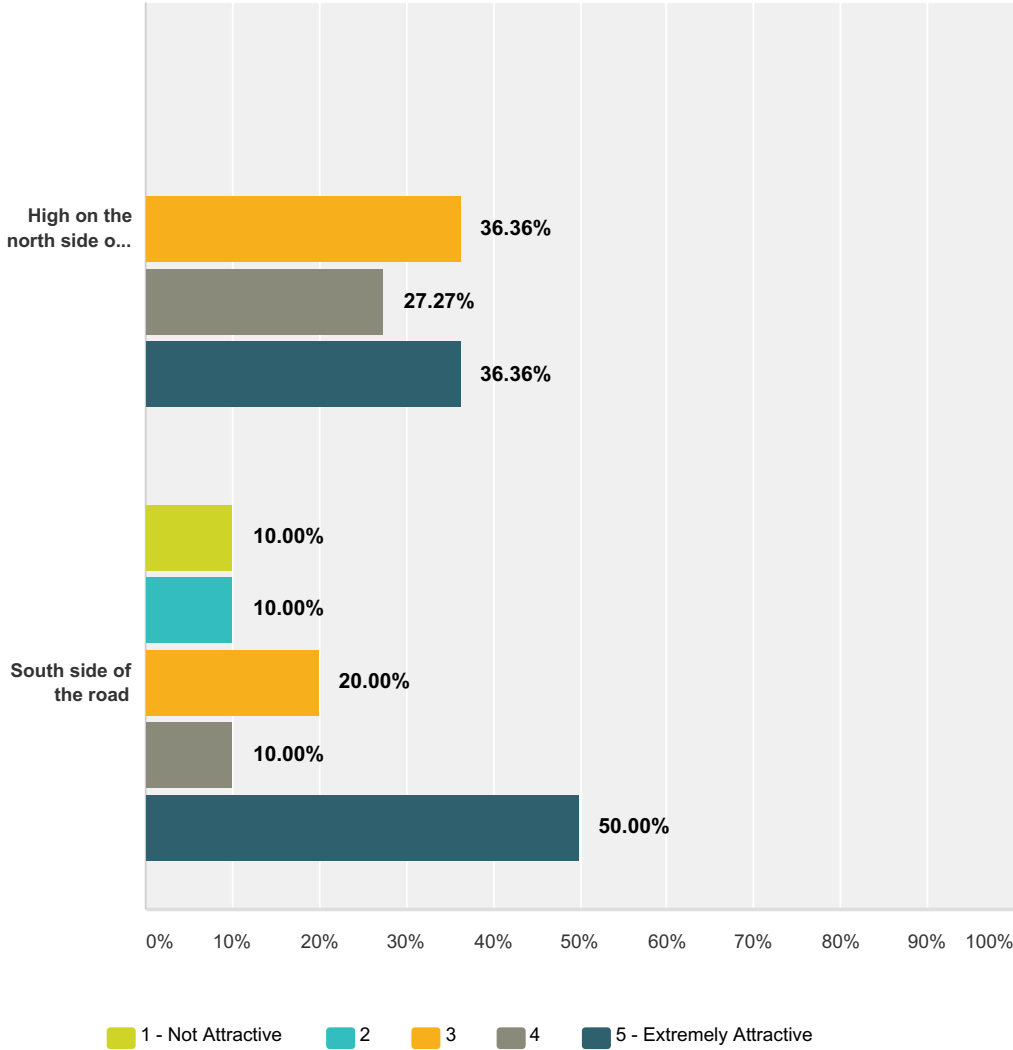
Answered: 11 Skipped: 0



	1 - Not Interesting	2	3	4	5 - Extremely Interesting	Total
High on the north side of the mountain	9.09% 1	9.09% 1	36.36% 4	18.18% 2	27.27% 3	11
South side of the road	11.11% 1	0.00% 0	22.22% 2	22.22% 2	44.44% 4	9

**Q41 On a scale from 1 (not very attractive) to 5 (extremely attractive), how attractive is a trail to potential users?**

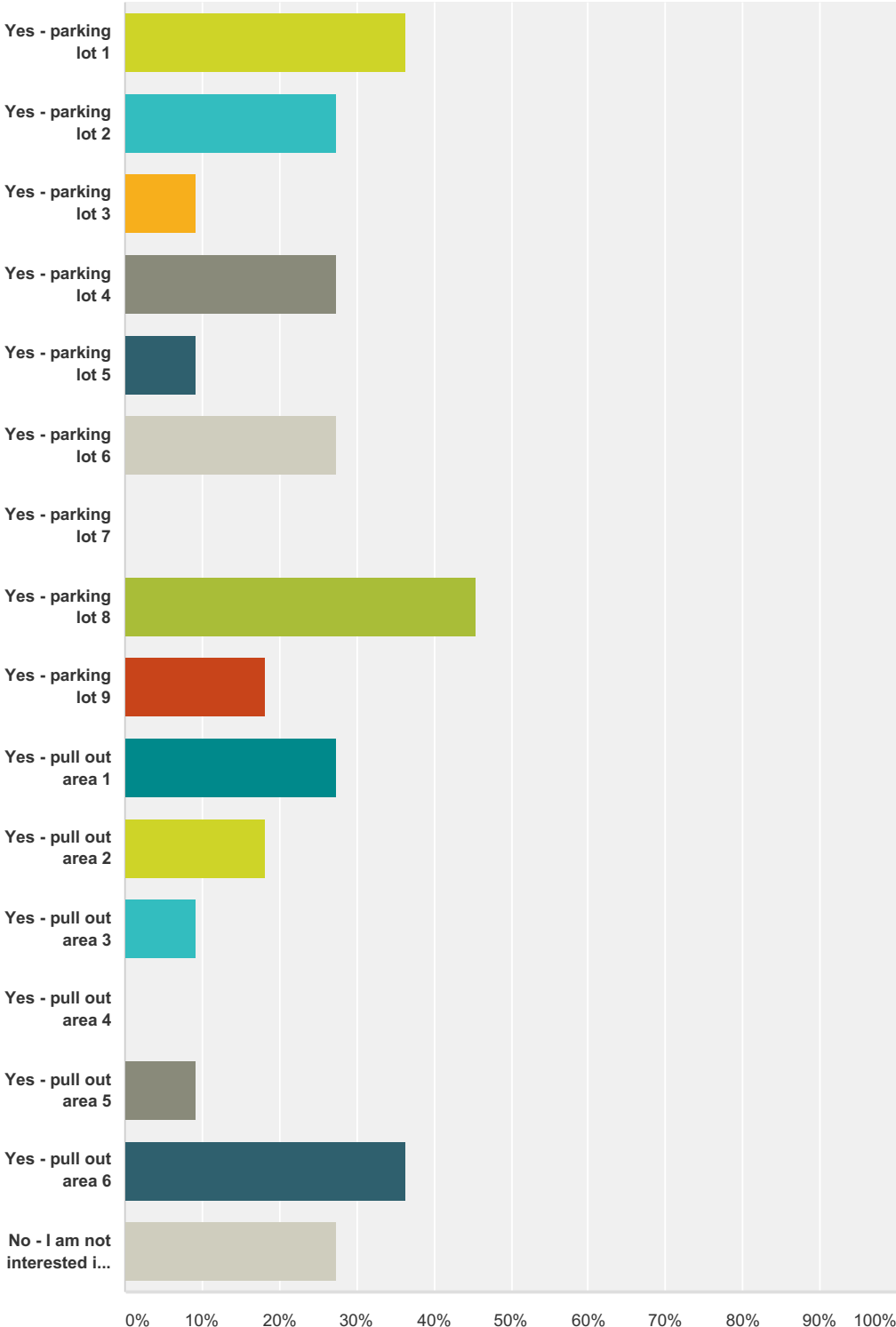
Answered: 11 Skipped: 0



	1 - Not Attractive	2	3	4	5 - Extremely Attractive	Total	Weighted Average
High on the north side of the mountain	0.00% 0	0.00% 0	36.36% 4	27.27% 3	36.36% 4	11	4.00
South side of the road	10.00% 1	10.00% 1	20.00% 2	10.00% 1	50.00% 5	10	3.80

**Q42 Are you in favor of adding additional parking in segment 4? Please check all that apply.**

Answered: 11 Skipped: 0



Answer Choices	Responses
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## Ogden Canyon Active/Transit Focus Group

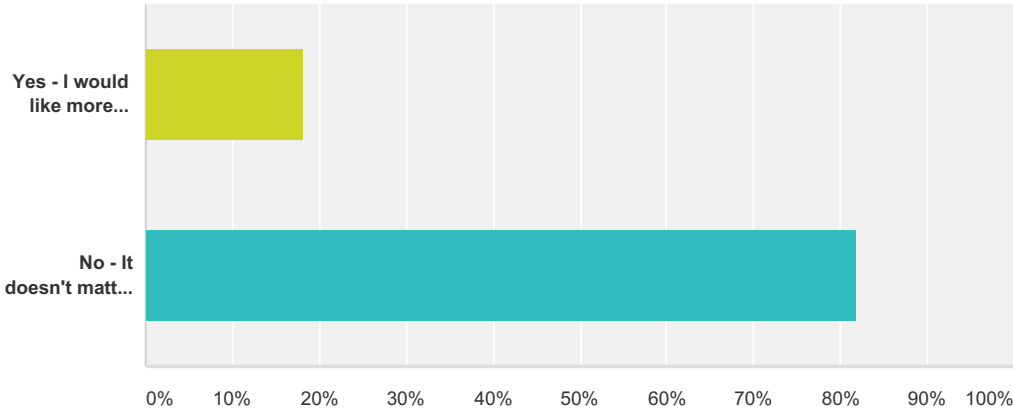
Yes - parking lot 1	36.36%	4
Yes - parking lot 2	27.27%	3
Yes - parking lot 3	9.09%	1
Yes - parking lot 4	27.27%	3
Yes - parking lot 5	9.09%	1
Yes - parking lot 6	27.27%	3
Yes - parking lot 7	0.00%	0
Yes - parking lot 8	45.45%	5
Yes - parking lot 9	18.18%	2
Yes - pull out area 1	27.27%	3
Yes - pull out area 2	18.18%	2
Yes - pull out area 3	9.09%	1
Yes - pull out area 4	0.00%	0
Yes - pull out area 5	9.09%	1
Yes - pull out area 6	36.36%	4
No - I am not interested in additional parking	27.27%	3
<b>Total Respondents: 11</b>		

#	Any other locations?	Date
	There are no responses.	



### Q43 Will location of parking affect your decision to use this section of trail?

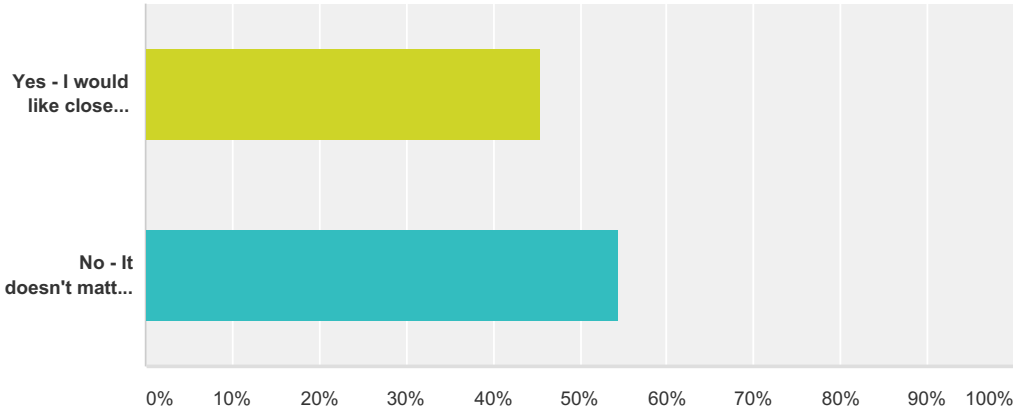
Answered: 11 Skipped: 0



Answer Choices	Responses	
Yes - I would like more parking options	18.18%	2
No - It doesn't matter to me	81.82%	9
<b>Total</b>		<b>11</b>

### Q44 Will access to a public restroom affect your decision to use this section of trail?

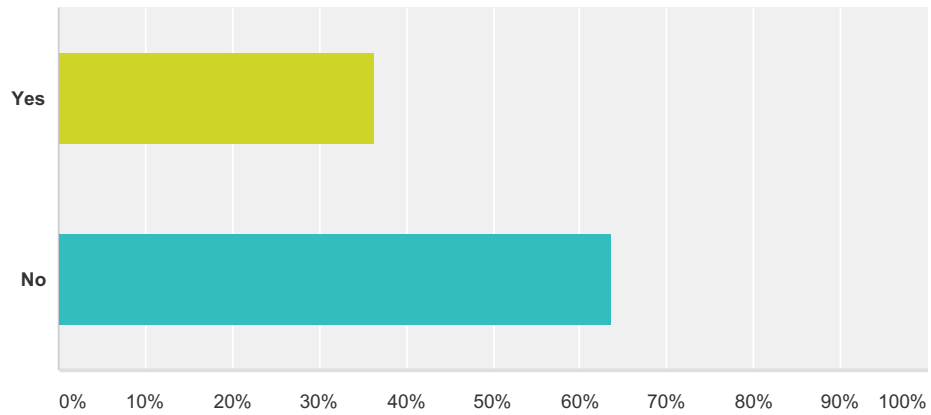
Answered: 11 Skipped: 0



Answer Choices	Responses
Yes - I would like close access to a restroom	45.45% 5
No - It doesn't matter to me	54.55% 6
<b>Total</b>	<b>11</b>

### Q45 Do you have any recommendations on locations for public restrooms in segment 4?

Answered: 11 Skipped: 0

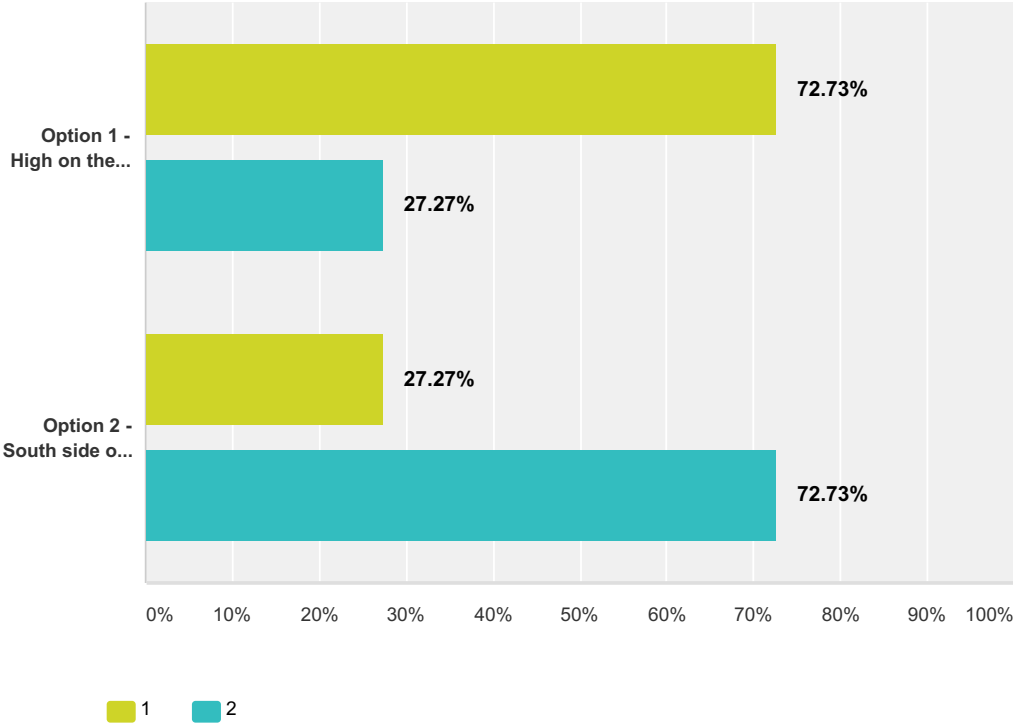


Answer Choices	Responses
Yes	36.36% 4
No	63.64% 7
<b>Total</b>	<b>11</b>

#	Where?	Date
1	Oaks	12/8/2015 1:16 PM
2	State property at Alaskan Inn or Ripien property if purchased.	12/8/2015 1:16 PM
3	Prefer north alignment until Bachman's, then bridge to south	12/8/2015 1:15 PM
4	Parking and restrooms at the Oaks location would be a great addition	12/8/2015 1:11 PM

**Q46 Please rank the trail options in order of priority to you (with 1 being most important and 2 being least important).**

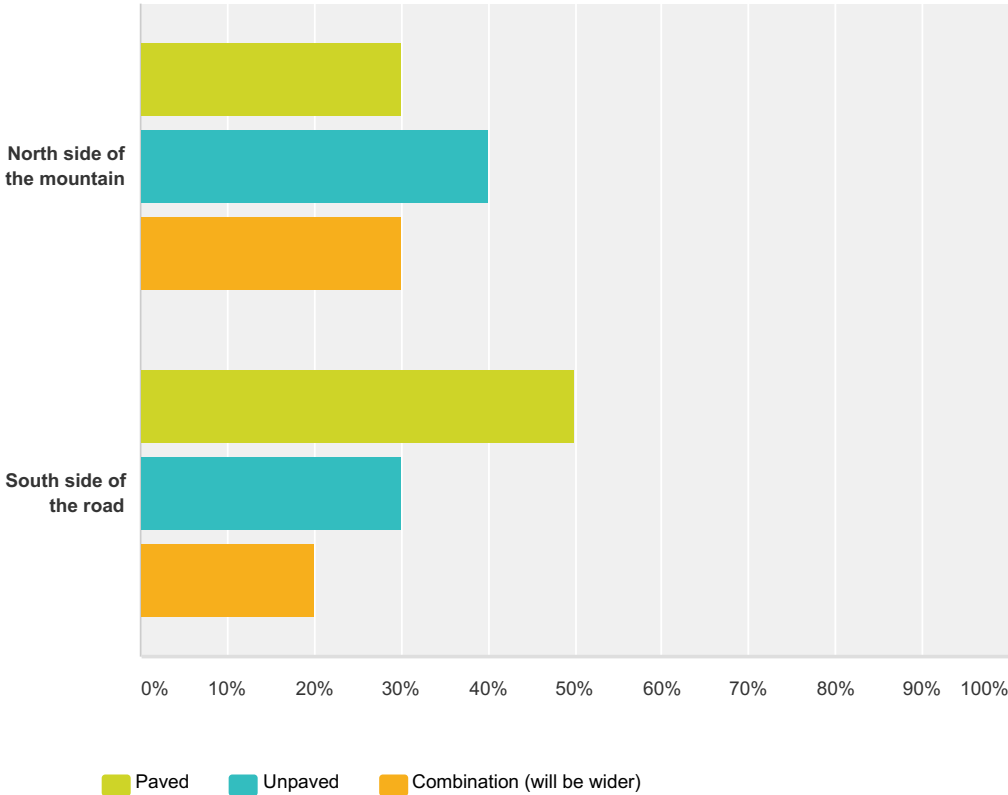
Answered: 11 Skipped: 0



	1	2	Total	Score
Option 1 - High on the north side of the mountain	72.73% 8	27.27% 3	11	1.73
Option 2 - South side of the road	27.27% 3	72.73% 8	11	1.27

### Q47 What type of trail would be most useful?

Answered: 11 Skipped: 0

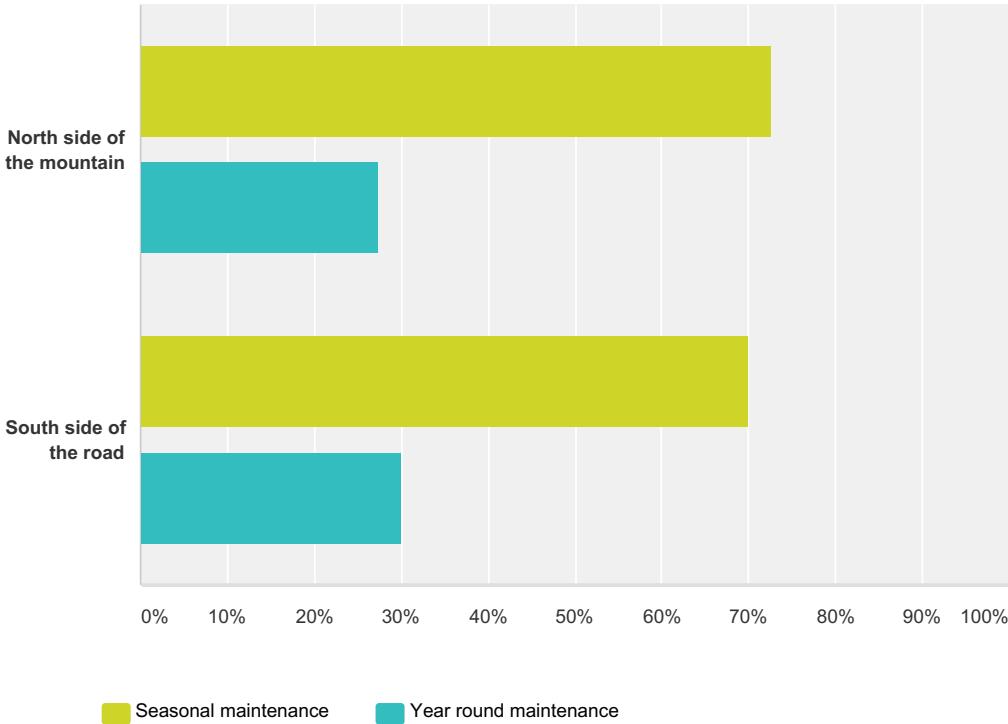


	Paved	Unpaved	Combination (will be wider)	Total
North side of the mountain	30.00% 3	40.00% 4	30.00% 3	10
South side of the road	50.00% 5	30.00% 3	20.00% 2	10

#	Other (please specify)	Date
1	cross from high to lower before Bockmans	12/8/2015 1:29 PM
2	Need a trail to north side of dam	12/8/2015 1:26 PM

**Q48 How should a trail be maintained?**

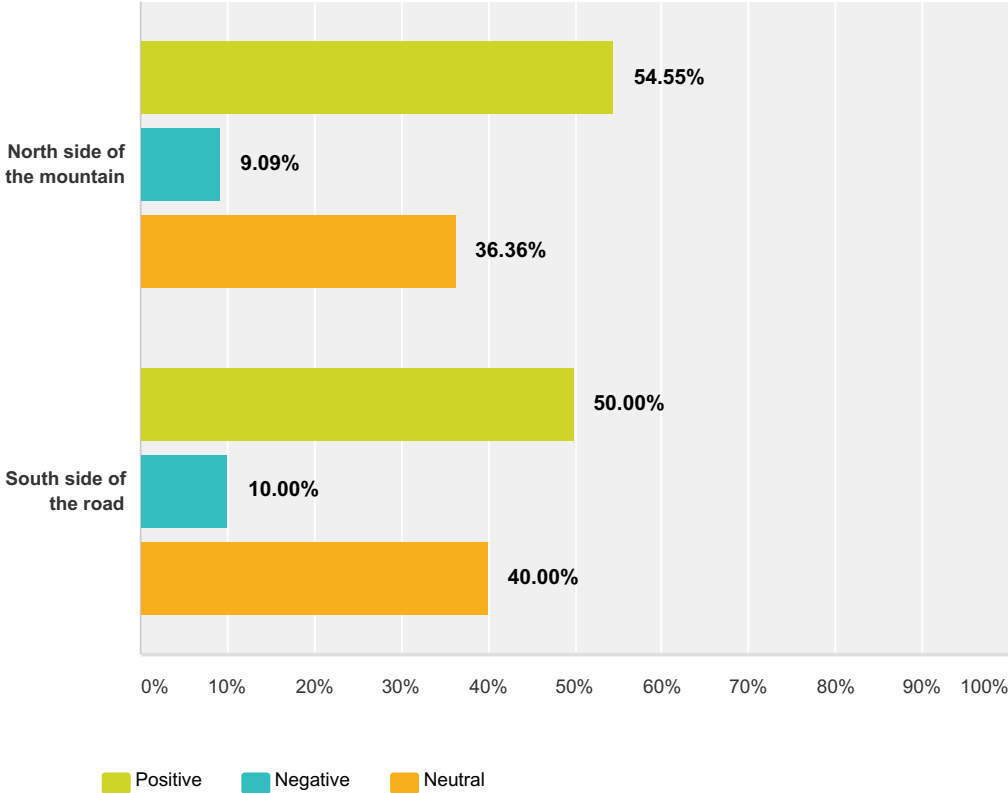
Answered: 11 Skipped: 0



	Seasonal maintenance	Year round maintenance	Total
North side of the mountain	72.73% 8	27.27% 3	11
South side of the road	70.00% 7	30.00% 3	10

### Q49 What kind of impact would a trail have on property owners?

Answered: 11 Skipped: 0

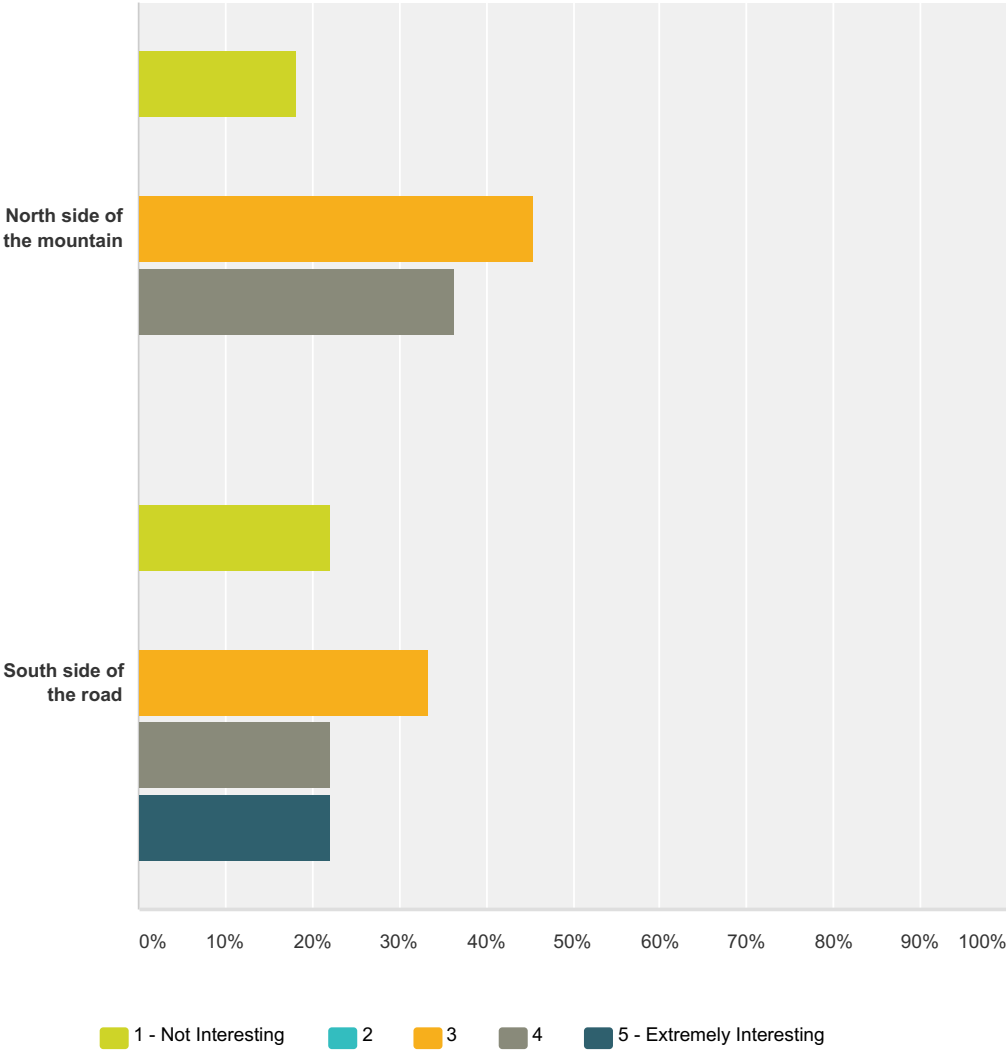


	Positive	Negative	Neutral	Total	Weighted Average
North side of the mountain	54.55% 6	9.09% 1	36.36% 4	11	0.00
South side of the road	50.00% 5	10.00% 1	40.00% 4	10	0.00

#	Other (please specify)	Date
1	would like to see the high trail stay north and go up to the dam and also a tunnel across to Wheeler trailhead.	12/8/2015 1:25 PM
2	2 connections for the high trail to road	12/8/2015 1:23 PM
3	I think the Bachman property should be avoided. Maybe merge to south side prior to his property	12/8/2015 1:15 PM

**Q50 On a scale from 1 (not very interesting) to 5 (extremely interesting), how aesthetically interesting is a trail?**

Answered: 11 Skipped: 0

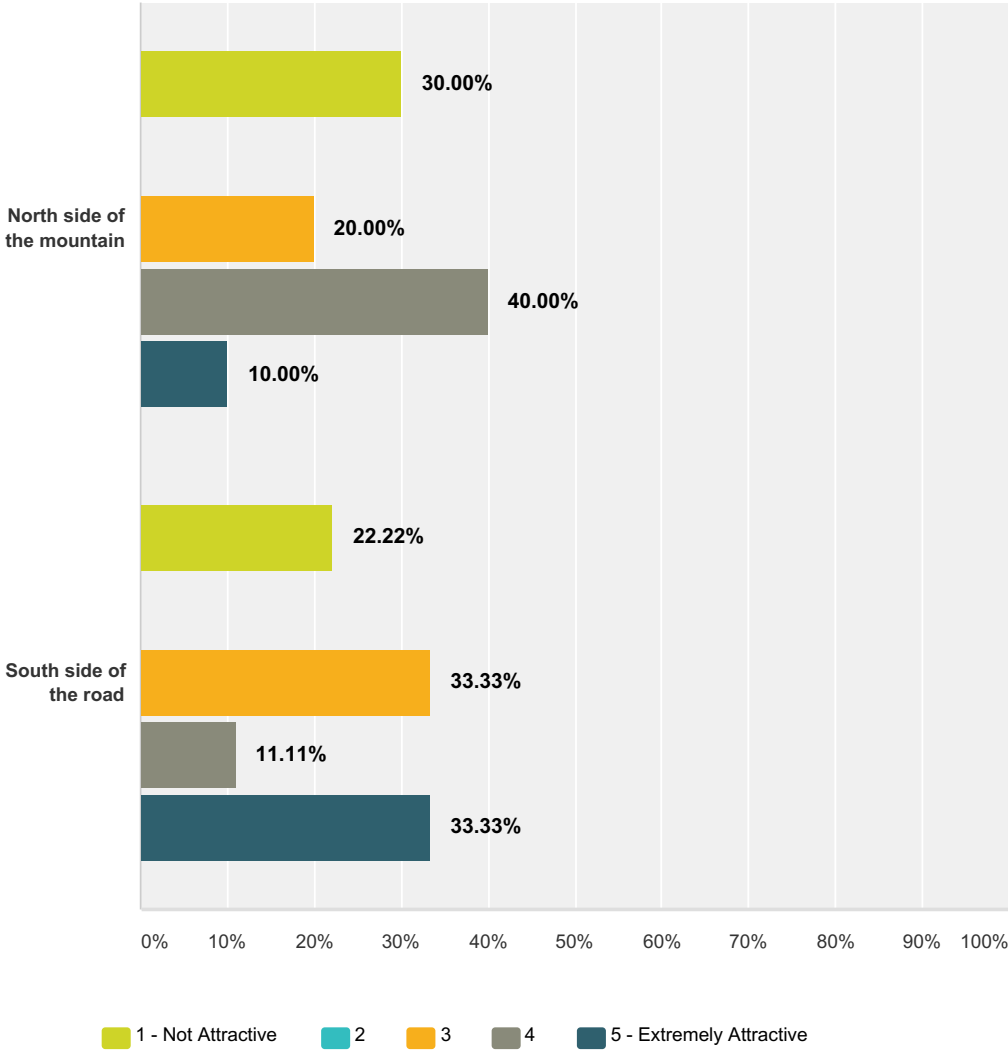


	1 - Not Interesting	2	3	4	5 - Extremely Interesting	Total
North side of the mountain	18.18% 2	0.00% 0	45.45% 5	36.36% 4	0.00% 0	11
South side of the road	22.22% 2	0.00% 0	33.33% 3	22.22% 2	22.22% 2	9



**Q51 On a scale from 1 (not very attractive) to 5 (extremely attractive), how attractive is a trail to potential users?**

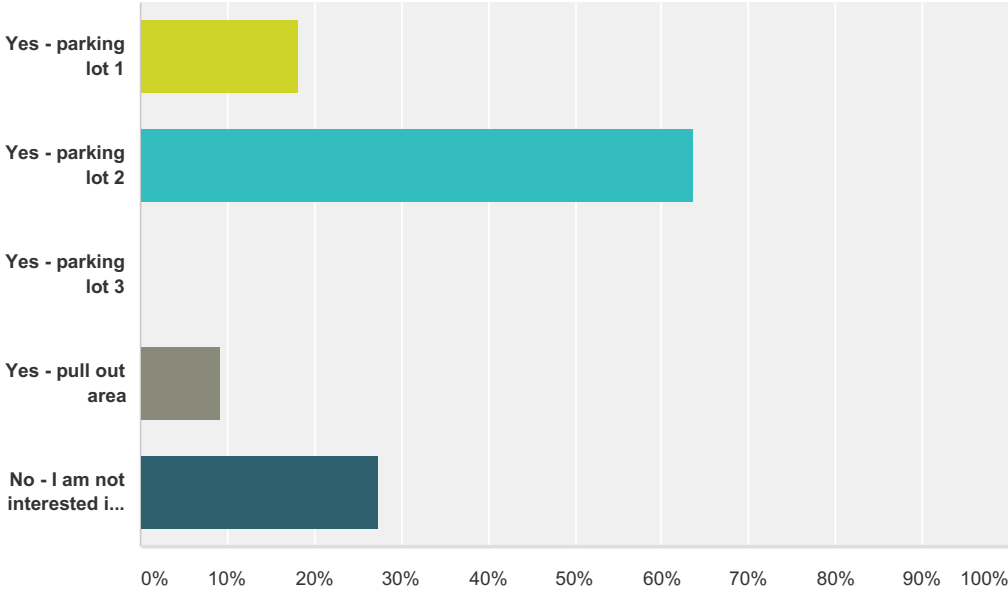
Answered: 10 Skipped: 1



	1 - Not Attractive	2	3	4	5 - Extremely Attractive	Total	Weighted Average
North side of the mountain	30.00% 3	0.00% 0	20.00% 2	40.00% 4	10.00% 1	10	3.00
South side of the road	22.22% 2	0.00% 0	33.33% 3	11.11% 1	33.33% 3	9	3.33

**Q52 Are you in favor of adding additional parking in segment 5? Please check all that apply.**

Answered: 11 Skipped: 0

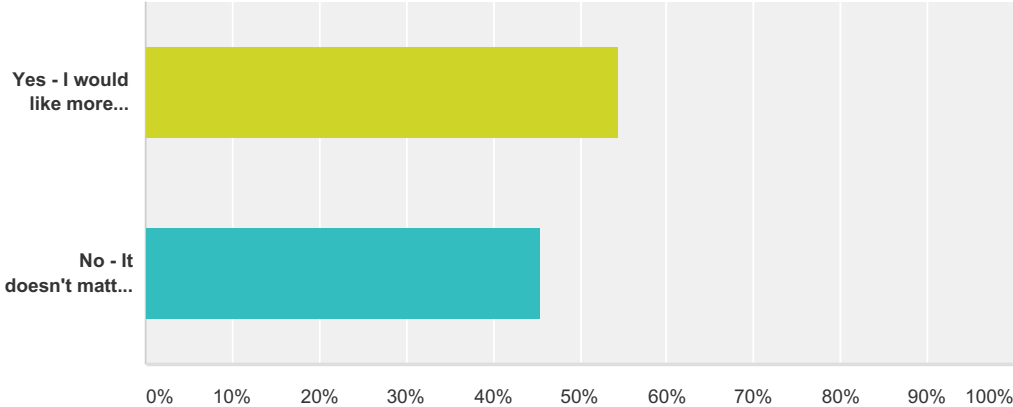


Answer Choices	Responses
Yes - parking lot 1	18.18% 2
Yes - parking lot 2	63.64% 7
Yes - parking lot 3	0.00% 0
Yes - pull out area	9.09% 1
No - I am not interested in additional parking	27.27% 3
<b>Total Respondents: 11</b>	

#	Any other locations?	Date
1	North side of the road across from 2.	12/8/2015 1:26 PM
2	East of Bachman; most important, west of dam	12/8/2015 1:26 PM
3	I like the option to access the west side of Pineview by way of the northside of the treatment plant.	12/8/2015 1:26 PM

### Q53 Will location of parking affect your decision to use this section of trail?

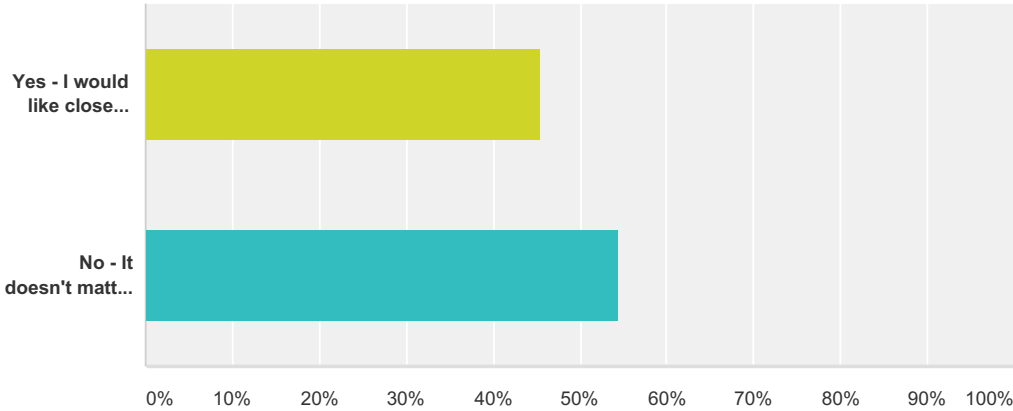
Answered: 11 Skipped: 0



Answer Choices	Responses	
Yes - I would like more parking options	54.55%	6
No - It doesn't matter to me	45.45%	5
<b>Total</b>		<b>11</b>

### Q54 Will access to a public restroom affect your decision to use this section of trail?

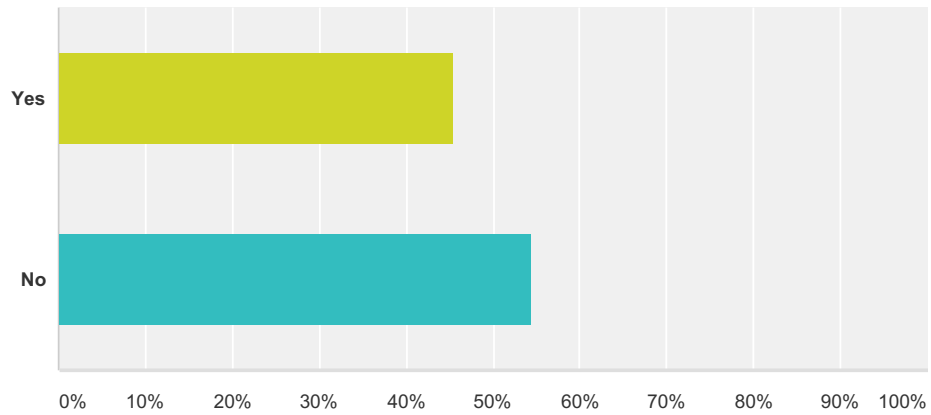
Answered: 11 Skipped: 0



Answer Choices	Responses
Yes - I would like close access to a restroom	45.45% 5
No - It doesn't matter to me	54.55% 6
<b>Total</b>	<b>11</b>

### Q55 Do you have any recommendations on locations for public restrooms in segment 5?

Answered: 11 Skipped: 0

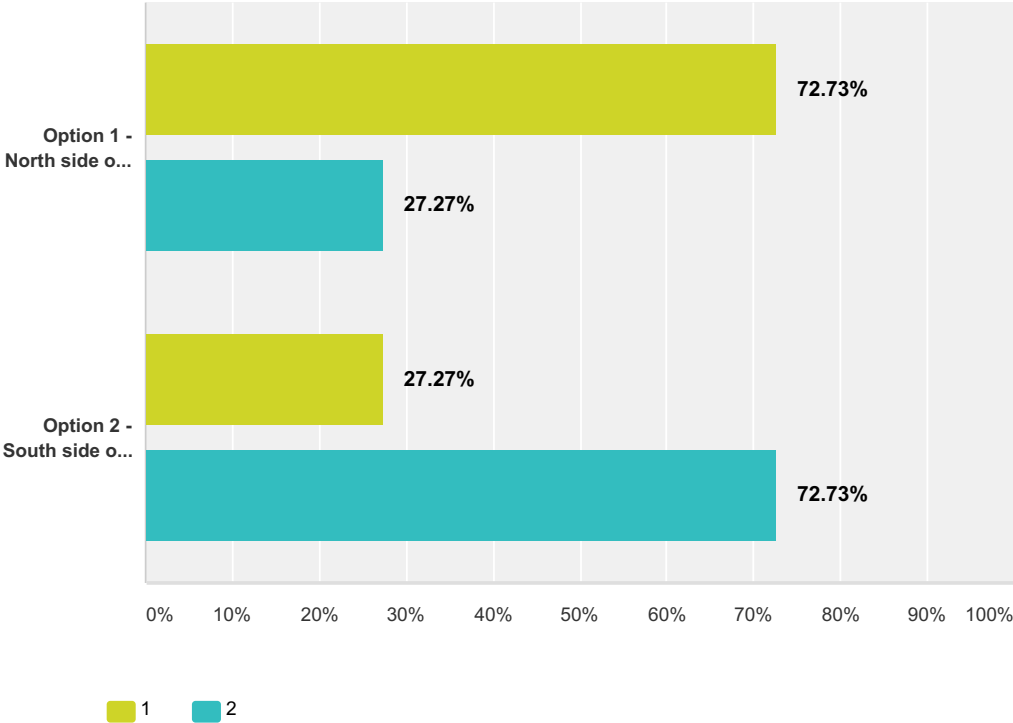


Answer Choices	Responses
Yes	45.45% 5
No	54.55% 6
<b>Total</b>	<b>11</b>

#	Where?	Date
1	Wheeler creek area.	12/8/2015 1:26 PM
2	east of treatment plant	12/8/2015 1:26 PM
3	Parking lot two is an awesome spot for a restroom	12/8/2015 1:25 PM
4	Ogden City Water Treatment Plant	12/8/2015 1:22 PM
5	At wheeler parking area	12/8/2015 1:15 PM

**Q56 Please rank the trail options in order of priority to you (with 1 being most important and 2 being least important).**

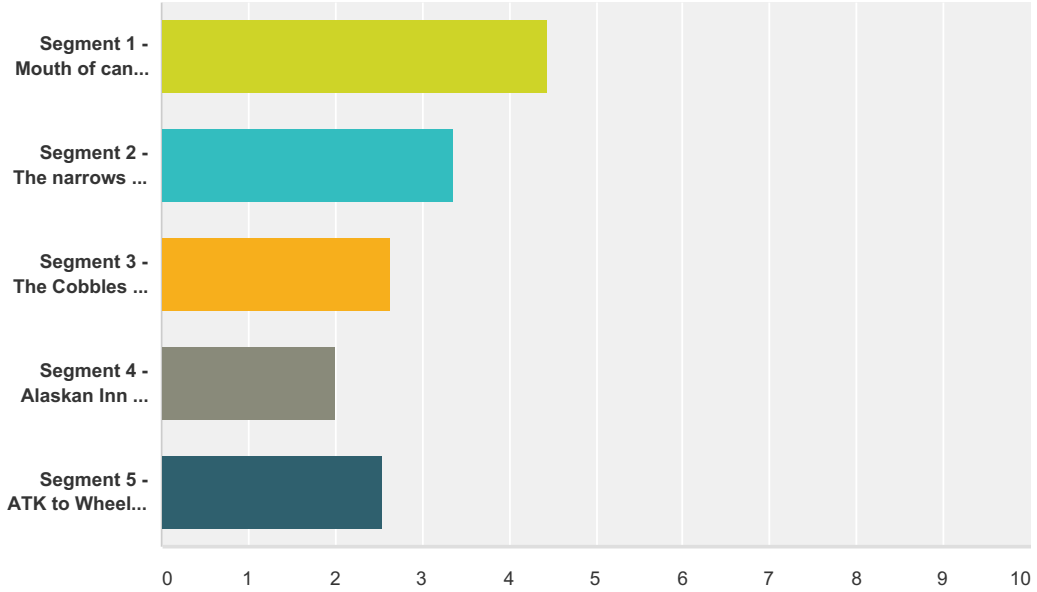
Answered: 11 Skipped: 0



	1	2	Total	Score
Option 1 - North side of the mountain	72.73% 8	27.27% 3	11	1.73
Option 2 - South side of the road	27.27% 3	72.73% 8	11	1.27

**Q57 Please rank the trail segments in order of priority to you (with 1 being most important and 5 being least important).**

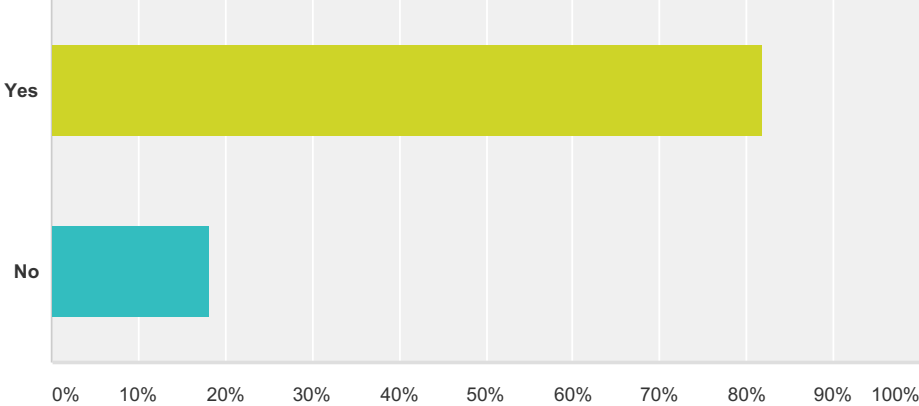
Answered: 11 Skipped: 0



	1	2	3	4	5	Total	Score
Segment 1 - Mouth of canyon to the narrows	72.73% 8	9.09% 1	9.09% 1	9.09% 1	0.00% 0	11	4.45
Segment 2 - The narrows to The Cobbles	27.27% 3	27.27% 3	18.18% 2	9.09% 1	18.18% 2	11	3.36
Segment 3 - The Cobbles to Alaskan Inn	0.00% 0	18.18% 2	45.45% 5	18.18% 2	18.18% 2	11	2.64
Segment 4 - Alaskan Inn to ATK	0.00% 0	0.00% 0	27.27% 3	45.45% 5	27.27% 3	11	2.00
Segment 5 - ATK to Wheeler Creek trailhead	0.00% 0	45.45% 5	0.00% 0	18.18% 2	36.36% 4	11	2.55

### Q58 Are you in favor of this project?

Answered: 11 Skipped: 0

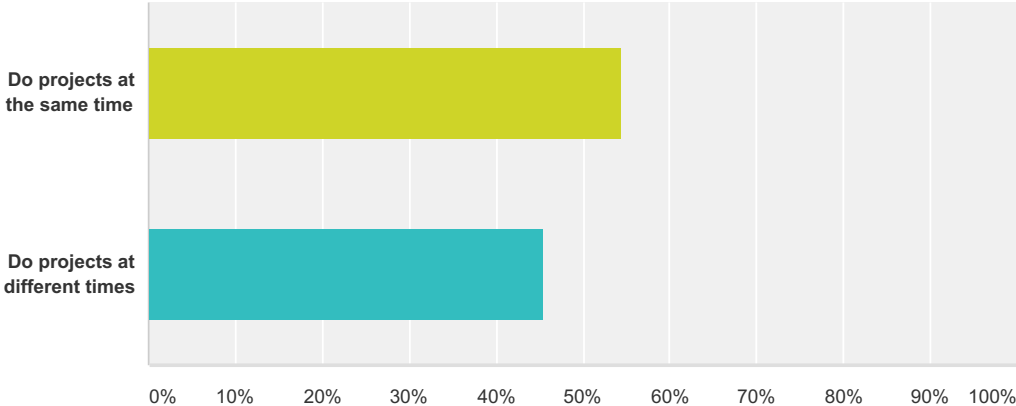


Answer Choices	Responses	
Yes	81.82%	9
No	18.18%	2
<b>Total</b>		<b>11</b>



**Q59 UDOT needs to replace a bridge in the canyon at MP 11.65. Would you prefer the bridge be replaced at the same time as this project or separately?**

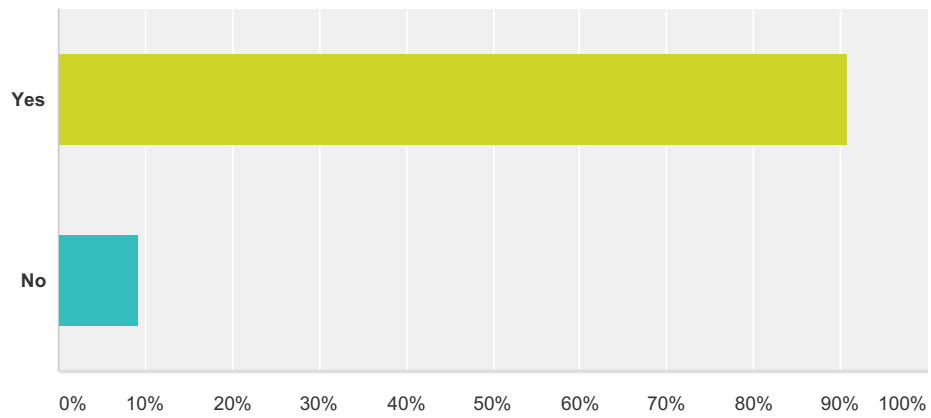
Answered: 11 Skipped: 0



Answer Choices	Responses	
Do projects at the same time	54.55%	6
Do projects at different times	45.45%	5
<b>Total</b>		<b>11</b>

### Q1 Do you agree that these are trouble spots?

Answered: 11 Skipped: 0

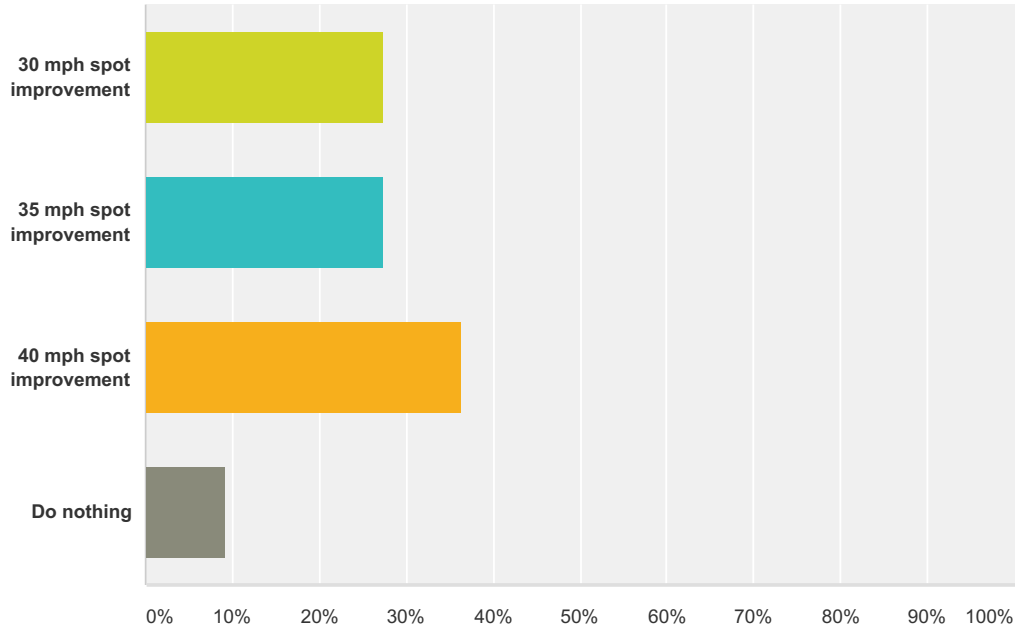


Answer Choices	Responses
Yes	90.91% 10
No	9.09% 1
<b>Total</b>	<b>11</b>

#	Comment	Date
1	way to much enviromental damage to the canyon	1/12/2016 1:22 PM
2	The corner by the climbing wall and the hairpin turn to the west are my biggest cioncerns.	1/12/2016 1:13 PM
3	West curve now effectively serves to slow eastbound traffic for the narrows in that direction, as does the east curve for westbound traffic. signage may serve this purpose after the sharpness of the curves is fixed.	1/12/2016 1:04 PM

## Q2 What spot improvement recommendation are you in favor of for Segment 1?

Answered: 11 Skipped: 0



Answer Choices	Responses
30 mph spot improvement	27.27% 3
35 mph spot improvement	27.27% 3
40 mph spot improvement	36.36% 4
Do nothing	9.09% 1
<b>Total</b>	<b>11</b>

**Q3 Have we captured the most troubled area or are there other areas we need to be focusing on? (snow removal, rock fall, tight corners, uneven pavement, sight distance, people stopped on roadway)**

Answered: 11 Skipped: 0

#	Responses	Date
1	Bike lanes sight distances?	1/12/2016 1:23 PM
2	in the end if this is done rock fall etc., the turns slow people down if you straighten them people will go faster,	1/12/2016 1:22 PM
3	Additional parking is required for recreational purposes. Currently river access is scarce and parking is too. The only current parking during this segment is at the Indian trailhead. More pullouts are needed for rock climbing and fishing.	1/12/2016 1:17 PM
4	There are so many considerations, and many conflict with each other. I think for the most part we are focused on the right ones. One major concern that is out of our control is driving habits, whether they be speed freaks (going so fast they endanger everyone) or Sunday drivers (going so slow they impede traffic).	1/12/2016 1:13 PM
5	I am confident you have identified the most troubled spots.	1/12/2016 1:05 PM
6	Curve just east of west curve!!!	1/12/2016 1:04 PM
7	rock fall opposite the waterfall.	1/12/2016 1:03 PM
8	emergency lanes	1/12/2016 1:02 PM
9	It looks like it.	1/12/2016 1:01 PM
10	Rock fall protection, bike shoulders, barricade debris in river	1/12/2016 1:01 PM
11	I like the plan.	1/12/2016 1:01 PM

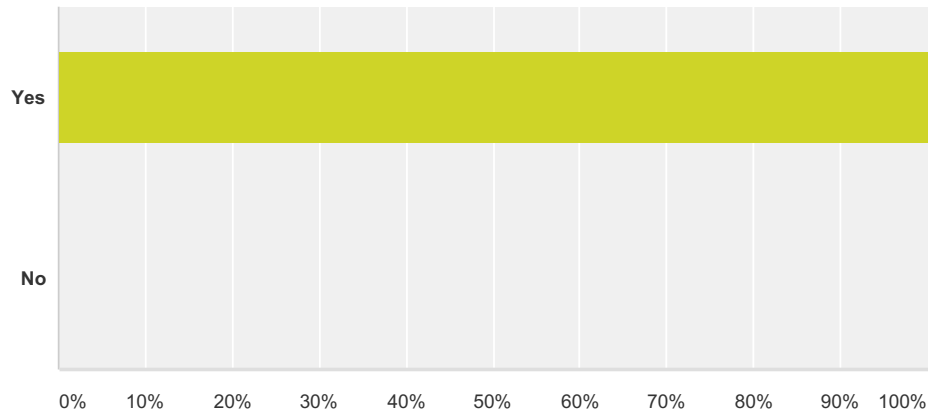
**Q4 Please share any additional thoughts you may have for Segment 1.**

Answered: 10 Skipped: 1

#	Responses	Date
1	alternatives 2 and 3 are too environmentally impactful	1/12/2016 1:23 PM
2	too much.....	1/12/2016 1:22 PM
3	I hope to see the second curve of segment 1 not extend over the river much. I would rather the road cut into private property than build a large cantilivier over the river.	1/12/2016 1:17 PM
4	It's my opinion that if we are going to change the road, we should do everything in our power to make it safer and easiew to drive. Go big or go home. If speeds can be increased safely, that's nice. But safety and driveability are most important.	1/12/2016 1:13 PM
5	If only onsidering freight movement, a 45 MPH solution is ideal. However, the 30 MPH option seems most likely and will be a great enhancement and would meet the needs of the trucking industry.	1/12/2016 1:05 PM
6	make speed limit increase to 50 mph just west of west curve to match lower speed limit;	1/12/2016 1:04 PM
7	Push back the canyon wall so recreation drivers don't feel they need to drive in the middle of the road.	1/12/2016 1:03 PM
8	truck speed only 10k and over	1/12/2016 1:02 PM
9	Like what you're doing.	1/12/2016 1:01 PM
10	While doing any of the corner improvements. Does it provide for some additional turnouts?	1/12/2016 1:01 PM

### Q5 Do you agree that this is a trouble spot?

Answered: 11 Skipped: 0

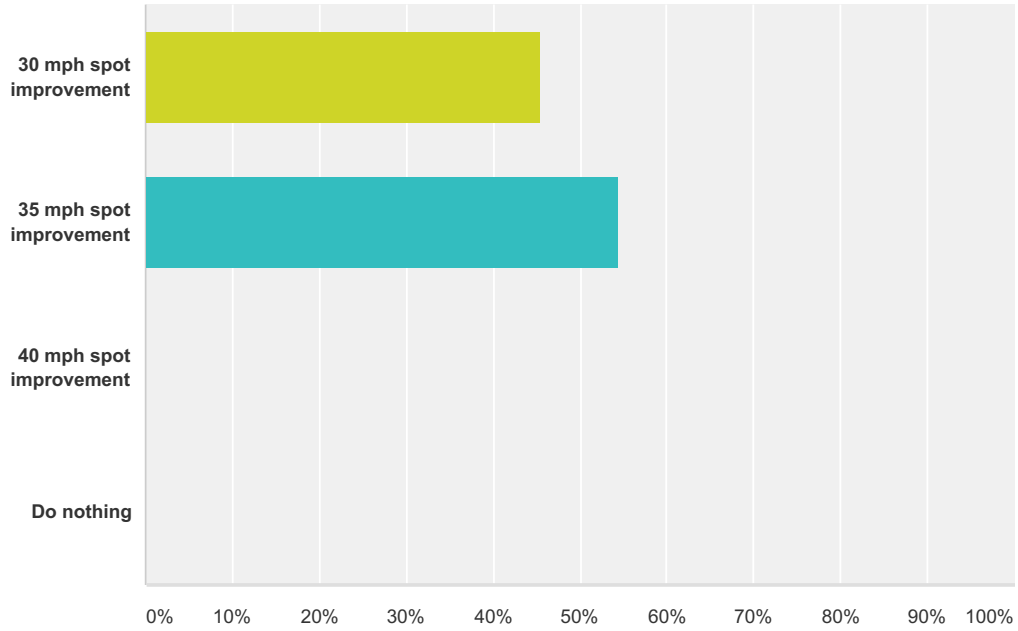


Answer Choices	Responses
Yes	100.00% 11
No	0.00% 0
<b>Total</b>	<b>11</b>

#	Comment	Date
1	Not as bad as the narrows, but especially westbound this sharp corner is a surprise.	1/12/2016 1:27 PM
2	don't go into the river	1/12/2016 1:27 PM

### Q6 What spot improvement recommendation are you in favor of for Segment 2?

Answered: 11 Skipped: 0



Answer Choices	Responses	
30 mph spot improvement	45.45%	5
35 mph spot improvement	54.55%	6
40 mph spot improvement	0.00%	0
Do nothing	0.00%	0
<b>Total</b>		<b>11</b>

**Q7 Have we captured the most troubled area or are there other areas we need to be focusing on? (snow removal, rock fall, tight corners, uneven pavement, sight distance, people stopped on roadway)**

Answered: 10 Skipped: 1

#	Responses	Date
1	There is no actual parking in this segment. If anyone pulls off to the side to park, they are usually sticking into the roadway and causing a hazard. Additional pullouts are needed.	1/12/2016 1:29 PM
2	Rock/mud on s side of long straight segment.	1/12/2016 1:27 PM
3	the area that is chose is a land slide area that could move again.	1/12/2016 1:27 PM
4	Some of these ideas force people out of their homes. I'm very much against that.	1/12/2016 1:26 PM
5	This is the worst curve. Need fisherman access here.	1/12/2016 1:25 PM
6	This area does not need a bridge over river; the road should be straightened out through the private property home on the mountain side.	1/12/2016 1:24 PM
7	Yes	1/12/2016 1:23 PM
8	Yes.	1/12/2016 1:23 PM
9	Seems like the most critical needs are considered.	1/12/2016 1:21 PM
10	yes seems that ogden river least touched	1/12/2016 1:12 PM



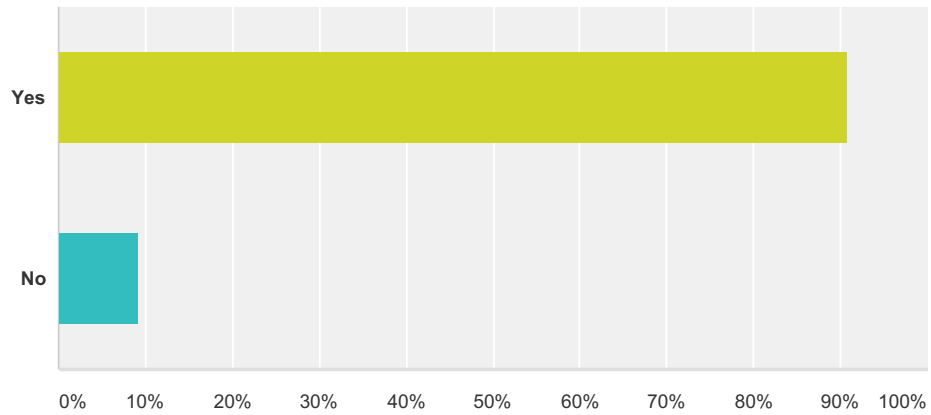
**Q8 Please share any additional thoughts you may have for Segment 2.**

Answered: 8 Skipped: 3

#	Responses	Date
1	Again, I don't want to see cantilevers over the river. It is better to slow down on the curves that will impact the river. I also think it is fine for UDOT to use eminent domain to go through private property if necessary. I am in favor of cutting into the mountain to widen to roads and straighten curves.	1/12/2016 1:29 PM
2	I favor canteliever/bridge solution rather than cut that will be ugly and create rockfall hazards. i don't consider a bridge a bad impact on the river. for the most part, with the barrier along the roadway can't see river anyway. (maybe the fish will appreciate the occasional shade).	1/12/2016 1:27 PM
3	please use the comments from the general plan.	1/12/2016 1:27 PM
4	This is a tough choice. Where is the trade-off? I'm firmly on the side of safety.	1/12/2016 1:26 PM
5	alternatives 2 and 3 are too environmentally impactful and create too much visual quality issues	1/12/2016 1:25 PM
6	Better to do cantilevering over river or even bridge over river than to cut more deeply into the mountain. Also applies to Segment 1.	1/12/2016 1:25 PM
7	All efforts should be made to not construct bridges over the river.	1/12/2016 1:24 PM
8	Again, the 30 MPH option will meet the commercial needs adaquately with the least impact.	1/12/2016 1:21 PM

### Q9 Do you agree that this is a trouble spot?

Answered: 11 Skipped: 0

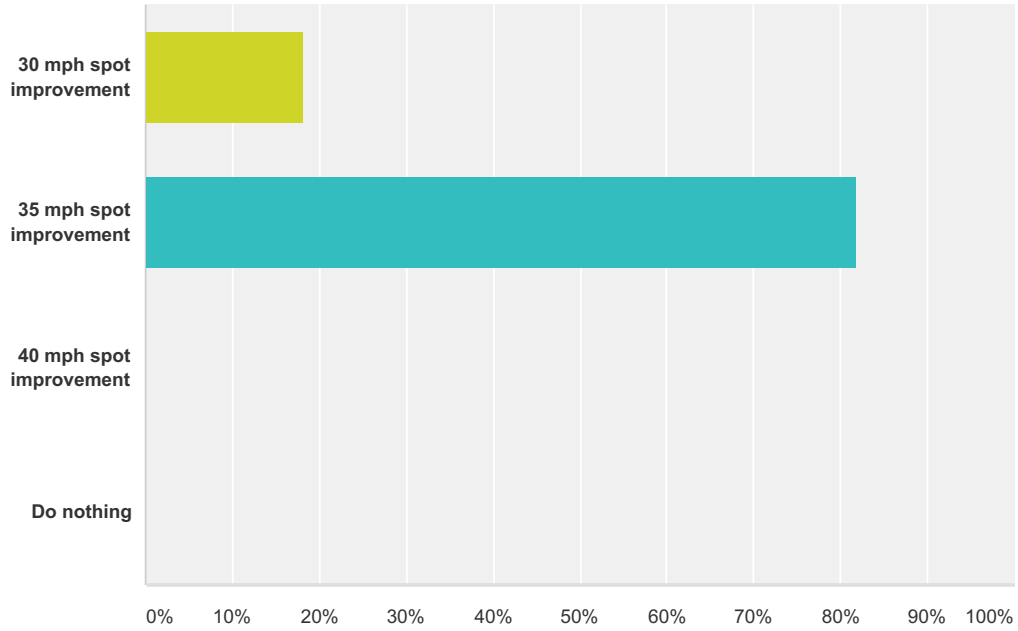


Answer Choices	Responses
Yes	90.91% 10
No	9.09% 1
<b>Total</b>	<b>11</b>

#	Comment	Date
1	to much impact on river and the people that live there	1/12/2016 1:40 PM
2	The more we can flatten out the curves but not impact the geography, the better.	1/12/2016 1:36 PM

### Q10 What spot improvement recommendation are you in favor of for Segment 3?

Answered: 11 Skipped: 0



Answer Choices	Responses
30 mph spot improvement	18.18% 2
35 mph spot improvement	81.82% 9
40 mph spot improvement	0.00% 0
Do nothing	0.00% 0
<b>Total</b>	<b>11</b>

**Q11 Have we captured the most troubled area or are there other areas we need to be focusing on? (snow removal, rock fall, tight corners, uneven pavement, sight distance, people stopped on roadway)**

Answered: 8 Skipped: 3

#	Responses	Date
1	Need passing areas for sure. need ways from homeowners to pull onto road in either direction and speed up or slow down without impeding traffic (eg turn lanes).	1/12/2016 1:40 PM
2	I voted for the 35mph option all the way up. I can see how different speed focus could be beneficial. I'm pretty close to being on the fence there.	1/12/2016 1:36 PM
3	Minimize bridges over the river	1/12/2016 1:36 PM
4	yes less impact on all views but the canyon road has to be updated	1/12/2016 1:35 PM
5	Yes, but people stopping to turn into the Oaks is also a major traffic safety issue.	1/12/2016 1:35 PM
6	I think so...	1/12/2016 1:33 PM
7	Yes.	1/12/2016 1:31 PM
8	Yes.	1/12/2016 1:30 PM

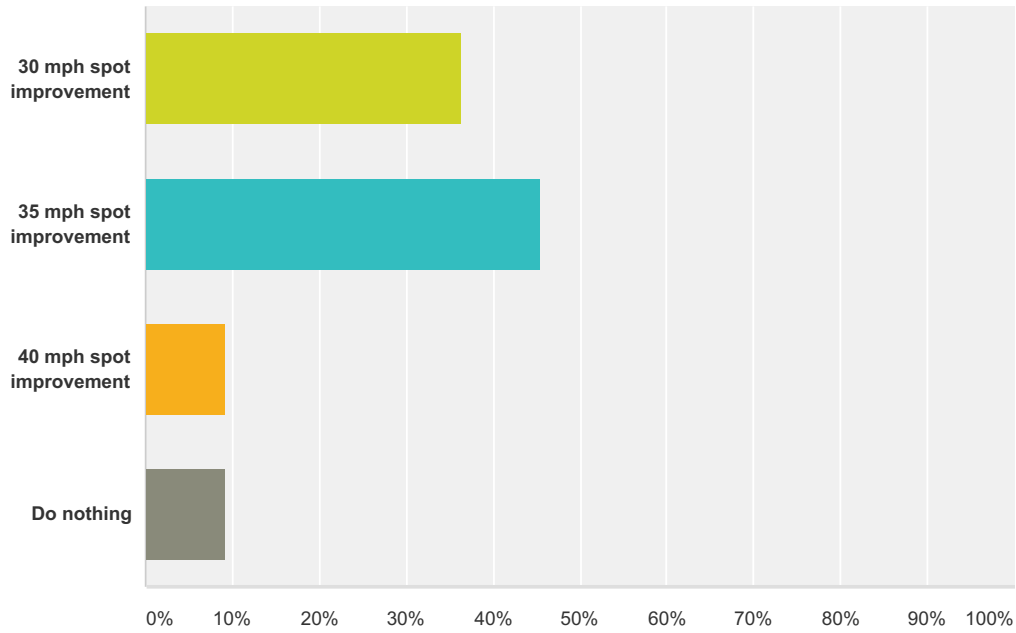
**Q12 Please share any additional thoughts  
you may have for Segment 3.**

Answered: 6 Skipped: 5

#	Responses	Date
1	need a state law (like Alaska, etc.) where if one has more than 4 or 5 cars behind him that he is required to pull over and let following traffic pass.	1/12/2016 1:40 PM
2	Again, additional places to park for river access would be nice.	1/12/2016 1:39 PM
3	The straightaway by the Oaks is a dangerous spot with traffic entering and exiting. Need more lanes there.	1/12/2016 1:36 PM
4	same as previous comments	1/12/2016 1:33 PM
5	Pull-outs are usefull. If there is a project approved, add pull-outs. Otherwise, bring the entire canyon to the enhanced 30 MPH standard.	1/12/2016 1:33 PM
6	Again, with the improvements, it appears that there would be additional opportunities to some turnouts.	1/12/2016 1:31 PM

**Q13 Now that you know a little more about relative costs related to the spot improvement, what spot improvement recommendation are you in favor of for Segment 1?**

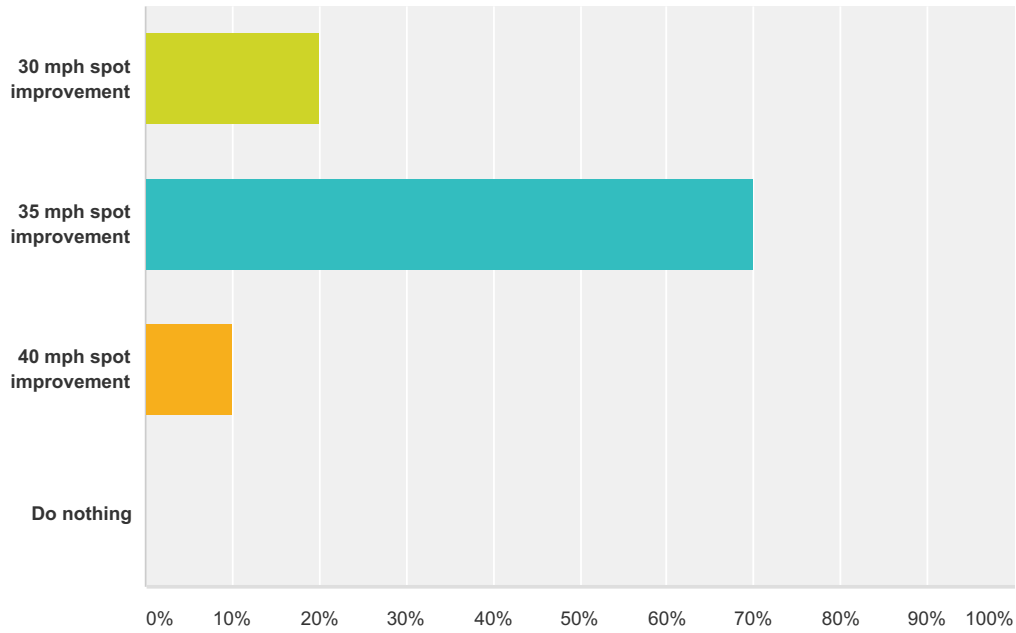
Answered: 11 Skipped: 0



Answer Choices	Responses	
30 mph spot improvement	36.36%	4
35 mph spot improvement	45.45%	5
40 mph spot improvement	9.09%	1
Do nothing	9.09%	1
<b>Total</b>		<b>11</b>

**Q14 Now that you know a little more about relative costs related to the spot improvement, what spot improvement recommendation are you in favor of for Segment 2?**

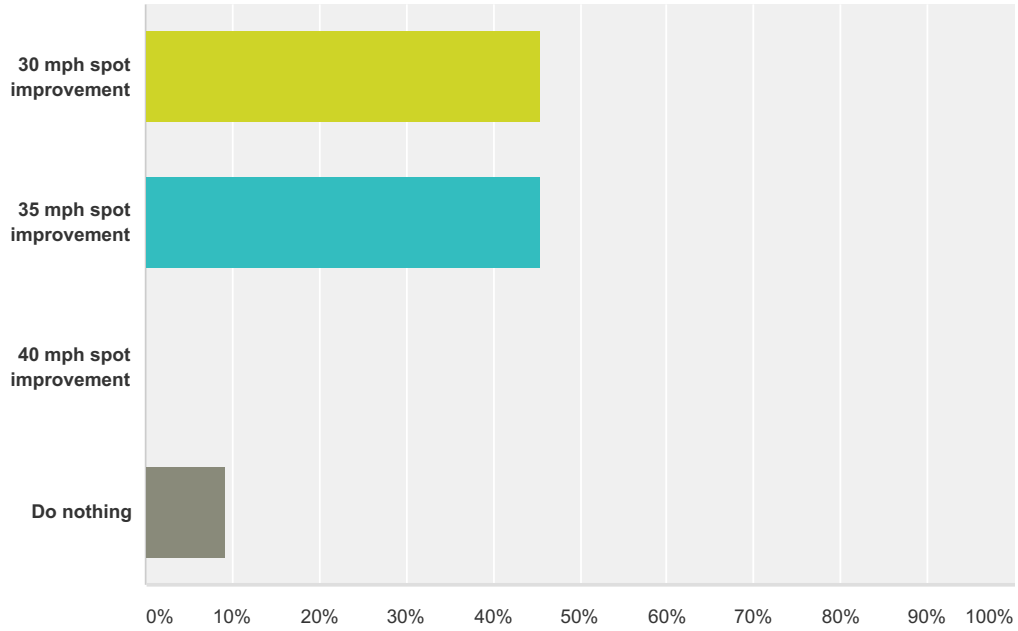
Answered: 10 Skipped: 1



Answer Choices	Responses
30 mph spot improvement	20.00% 2
35 mph spot improvement	70.00% 7
40 mph spot improvement	10.00% 1
Do nothing	0.00% 0
<b>Total</b>	<b>10</b>

**Q15 Now that you know a little more about relative costs related to the spot improvement, what spot improvement recommendation are you in favor of for Segment 3?**

Answered: 11 Skipped: 0

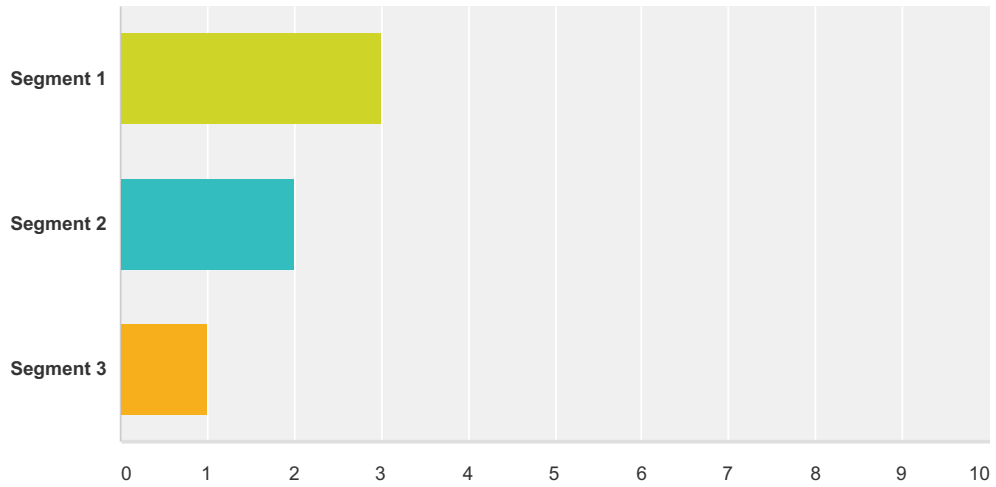


Answer Choices	Responses	
30 mph spot improvement	45.45%	5
35 mph spot improvement	45.45%	5
40 mph spot improvement	0.00%	0
Do nothing	9.09%	1
<b>Total</b>		<b>11</b>



**Q16 Please rank the roadway segments in order of priority for improvements (with 1 being highest priority for improvements and 3 being lowest priority for improvements).**

Answered: 11 Skipped: 0



	1	2	3	Total	Score
Segment 1	100.00% 11	0.00% 0	0.00% 0	11	3.00
Segment 2	0.00% 0	100.00% 11	0.00% 0	11	2.00
Segment 3	0.00% 0	0.00% 0	100.00% 11	11	1.00

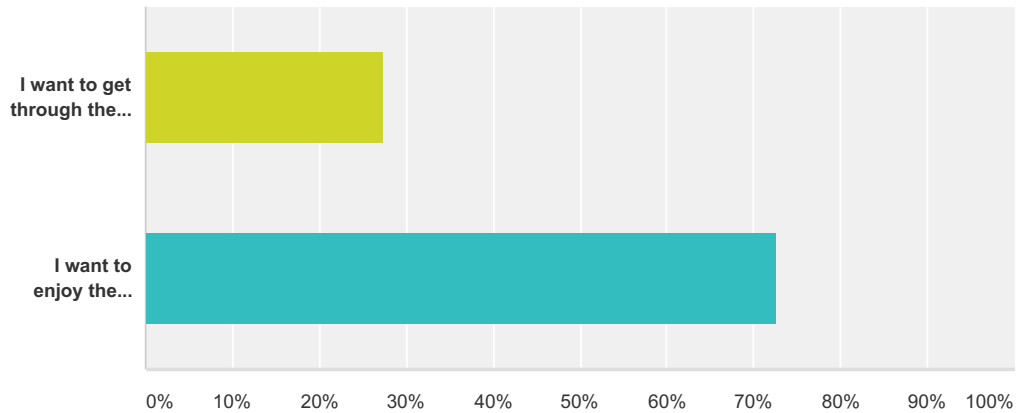
## Q17 Where would be a good location for an emergency turn-around area in the canyon?

Answered: 10 Skipped: 1

#	Responses	Date
1	?	1/12/2016 2:11 PM
2	I would like to see multiple emergency turn-around areas in the canyon. There are plenty of places for them, but you might need to cut into the mountain.	1/12/2016 2:04 PM
3	East of narrows, Alaskan inn area, oaks area	1/12/2016 2:04 PM
4	between 1 and 2	1/12/2016 2:03 PM
5	Don't know	1/12/2016 2:01 PM
6	Where ever the additional shoulder or parking areas are created	1/12/2016 2:00 PM
7	I am not sure how to identify the area; but, segment 2 appeared to have a good potential area with at least the 35 mph improvements.	1/12/2016 2:00 PM
8	Alaska Inn is already an option. By the Smokey the Bear sign could be an option.	1/12/2016 1:59 PM
9	Alaskan Inn	1/12/2016 1:59 PM
10	Oaks, Gray Cliff	1/12/2016 1:54 PM

### Q18 What is your vision of this road?

Answered: 11 Skipped: 0

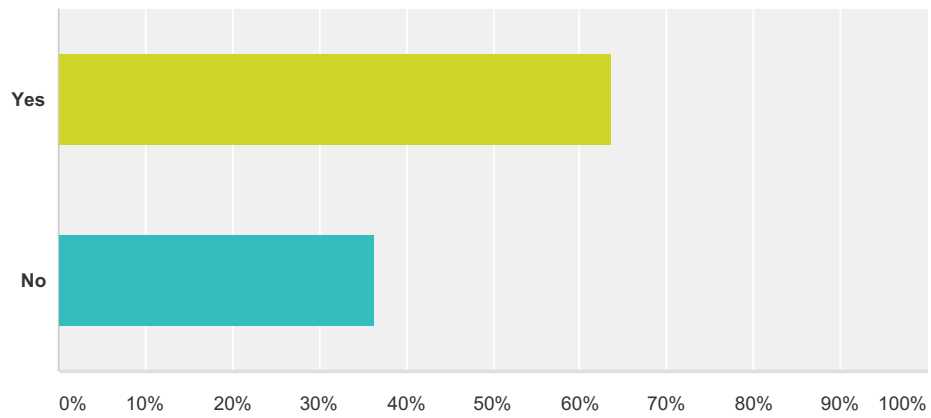


Answer Choices	Responses
I want to get through the canyon as quickly as possible	27.27% 3
I want to enjoy the canyon as a scenic route and am not interested in speed	72.73% 8
<b>Total</b>	<b>11</b>

#	Comment	Date
1	don't do anything untill impact studies are done	1/12/2016 2:11 PM
2	I mainly want to see the canyon with a higher speed limit because it generally entails a wider shoulder for biking and pedestrians...and also possible parking along side the road.	1/12/2016 2:04 PM
3	main need is to get from work/shopping to home in Valley in a safe manner.	1/12/2016 2:04 PM
4	safety first ,water fall scenic only	1/12/2016 2:03 PM
5	The road is short enough that the time difference between 30 and 40 is not enough to justify the costs and environmental damage of options 2 and 3	1/12/2016 2:01 PM
6	I am not sure that speed as much as an improved and wider route for larger vehicles, emergency vehicles.	1/12/2016 2:00 PM
7	Revise the 1st option to say "...as quickly and safely as possible..."	1/12/2016 1:59 PM
8	I'm not concerned with speed as much as safety and the road needs a bigger/better shoulder on each side.	1/12/2016 1:59 PM
9	I am more interested in getting through the canyon safely and efficiently and less interested in speed or scenery.	1/12/2016 1:57 PM

### Q19 Is it important to you to be able to stop in the canyon for scenic views?

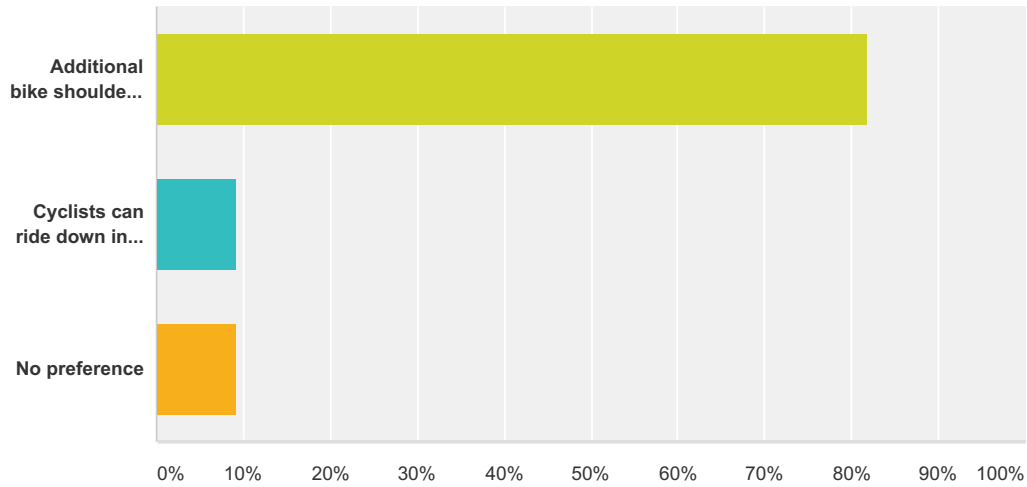
Answered: 11 Skipped: 0



Answer Choices	Responses	
Yes	63.64%	7
No	36.36%	4
<b>Total</b>		<b>11</b>

### Q20 Is it necessary to have a bike shoulder going down the canyon or is it acceptable for the cyclists to ride down the canyon in the roadway?

Answered: 11 Skipped: 0

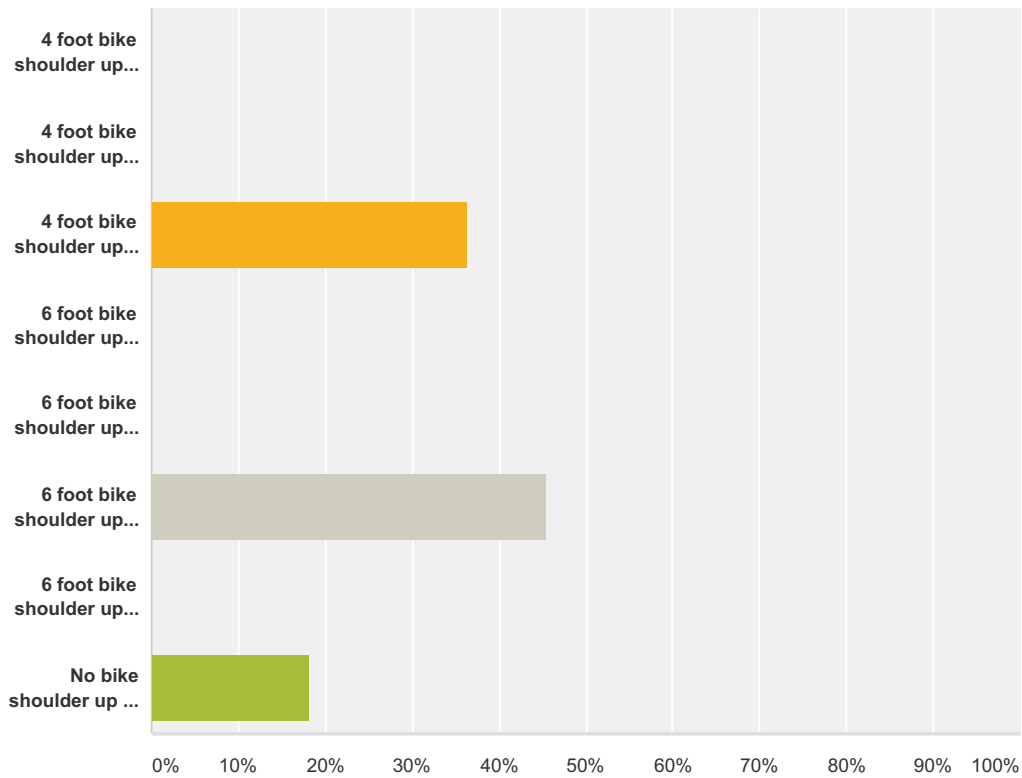


Answer Choices	Responses
Additional bike shoulder for cyclists riding down the canyon	81.82% 9
Cyclists can ride down in the roadway	9.09% 1
No preference	9.09% 1
<b>Total</b>	<b>11</b>

#	Comment	Date
1	please try not to impact by widening the canyon	1/12/2016 2:11 PM
2	A bike lane or a wide shoulder is needed, especially going up the canyon. I don't want it to restrict possible parking throughout the canyon though.	1/12/2016 2:04 PM
3	no bike path in canyon	1/12/2016 2:03 PM
4	improvements without bike lanes would encourage more cyclists to ride in the canyon. this would create an unsafe bike experience so we need the bike lanes.	1/12/2016 2:01 PM
5	Additional shoulder equals additional safety	1/12/2016 1:59 PM

**Q21 Engineering standards require an official bike lane to be at least 6 feet in width with signage and striping. AASHTO will accept a 4 foot minimum for a bike shoulder. What is your preference on the following? Please select one option.**

Answered: 11 Skipped: 0



Answer Choices	Responses
4 foot bike shoulder up canyon / no bike shoulder down canyon	0.00% 0
4 foot bike shoulder up canyon / 2 foot bike shoulder down canyon	0.00% 0
4 foot bike shoulder up canyon / 4 foot bike shoulder down canyon	36.36% 4
6 foot bike shoulder up canyon / no bike shoulder down canyon	0.00% 0
6 foot bike shoulder up canyon / 2 foot bike shoulder down canyon	0.00% 0
6 foot bike shoulder up canyon / 6 foot bike shoulder down canyon	45.45% 5
6 foot bike shoulder up canyon / 4 foot bike shoulder down canyon	0.00% 0
No bike shoulder up or down canyon	18.18% 2
<b>Total</b>	<b>11</b>

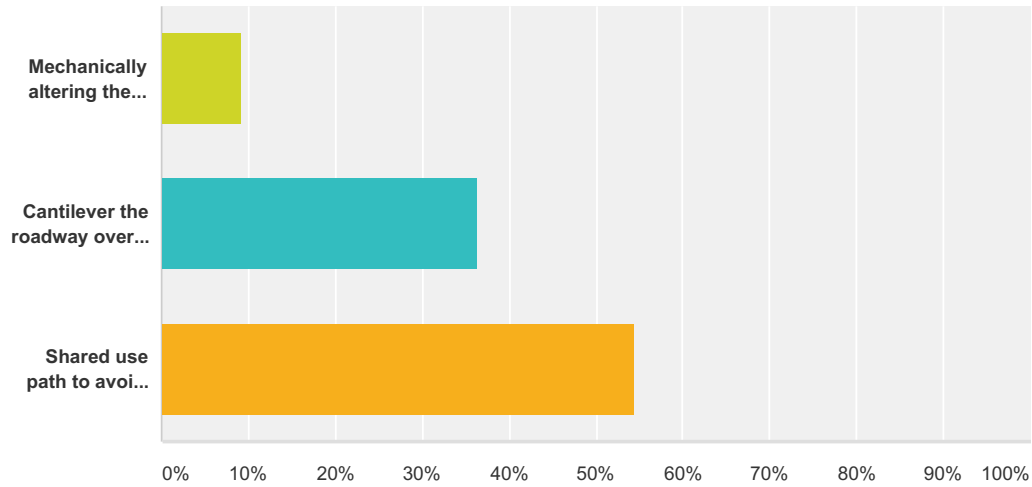
#	Comment	Date
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## Ogden Canyon Roadway Focus Group

1	I would love to see a bike lane throughout the canyon, but I don't want to see "no parking" signs because of the bike lanes.	1/12/2016 2:04 PM
2	assuming separate pedestrian walkway. if no separate pedestrian walk, then don't mark 6' shoulder to restrict to bikers only so both can use it.	1/12/2016 2:04 PM
3	too small of percentage of use not for all interest groups	1/12/2016 2:03 PM
4	I think having cyclists and vehicles share a lane of travel is a huge mistake. I think that's a recipe for disaster.	1/12/2016 1:59 PM
5	Would love to have what I've selected above, but would be grateful for the 4' options as well.	1/12/2016 1:59 PM

**Q22 In order to accommodate a bike lane on the roadway through the Narrows, UDOT may have to make modifications to the canyon, or cyclists could ride on a shared use path through the lower section of the canyon. Which of these would you prefer?**

Answered: 11 Skipped: 0



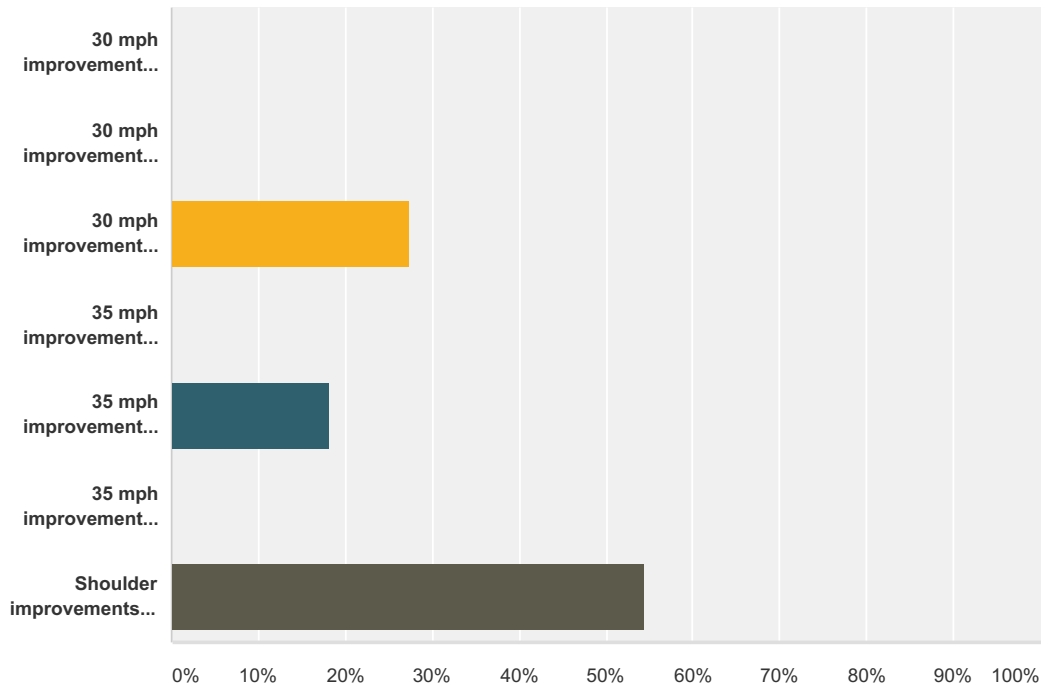
Answer Choices	Responses
Mechanically altering the rock face in the Narrows	9.09% 1
Cantilever the roadway over the river	36.36% 4
Shared use path to avoid the Narrows, eventually connecting to the roadway	54.55% 6
<b>Total</b>	<b>11</b>

#	Comment	Date
1	I am in favor of tearing into the mountain side. Take out the rock and widen the canyon!	1/12/2016 2:04 PM
2	Cantilever is preferred. Otherwise, alter canyon where impact is minimal, elsewhere share.	1/12/2016 2:04 PM
3	The rock formations should not be disturbed	1/12/2016 2:00 PM
4	Lots of expense to have cyclists on the road in the Narrows. It's a better compromise to have a cycling trail through the Narrows.	1/12/2016 1:59 PM
5	Shared use path would be great for the Narrows section.	1/12/2016 1:59 PM



## Q1 What spot improvement recommendation are you in favor of for Segment 1?

Answered: 11 Skipped: 0



Answer Choices	Responses
30 mph improvement with river impact	0.00% 0
30 mph improvement with mountain impact	0.00% 0
30 mph improvement with mountain and river impact	27.27% 3
35 mph improvement with river impact	0.00% 0
35 mph improvement with mountain impact	18.18% 2
35 mph improvement with mountain and river impact	0.00% 0
Shoulder improvements only but no other roadway changes	54.55% 6
<b>Total</b>	<b>11</b>

#	Please let us know why you feel that way.	Date
1	my preference would be 25 not 30. I believe that 25 gives drivers a different perspective that along with some kind of large sign noting it as a scenic byway etc	1/28/2016 6:56 PM
2	Cost and least amount of impact to the river	1/28/2016 6:55 PM
3	Minimal impact on mountain and river - less money - shoulder improvements will lead to a safer road.	1/28/2016 6:36 PM
4	That river is supposed to be protected and is 5 miles of prime fishing. I would like to see it protected.	1/28/2016 6:35 PM
5	The impact would be too great on both the river and mountain side.	1/28/2016 6:35 PM
6	if stable, it will be the least noticed after time.	1/28/2016 6:34 PM

## Environmental Focus Group

7	the impacts of the 35 mph speed limit seem so much more extreme, not justified by the increase in design speed.	1/28/2016 6:34 PM
8	Either extreme makes the impacts larger, impacting both allows for less overall impact	1/28/2016 6:34 PM
9	Comfortable with current road speeds. Don't like potential impacts to aesthetics with river or mountain necessary to obtain safe travel at higher speeds. Not really concerned too much with environmental impacts, as they look somewhat minimal, but aesthetics have value of their own.	1/28/2016 6:34 PM
10	mountain and/or river impacts to accomodate bike travel does not address the biggest safety concern	1/28/2016 6:34 PM
11	Crazy to cut into mountain or river	1/28/2016 6:31 PM

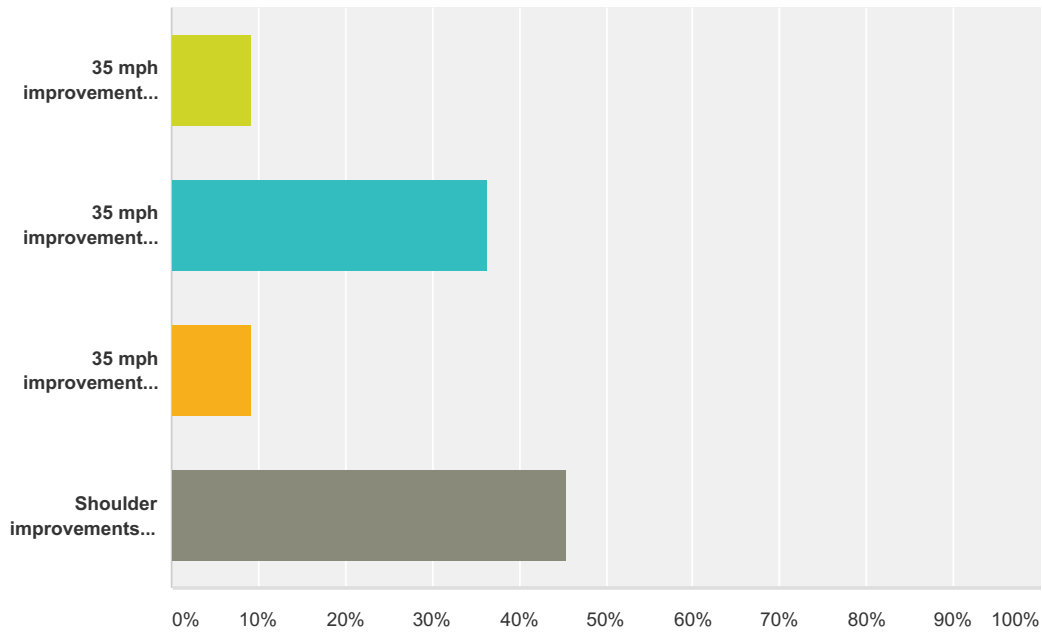
## Q2 Is there anything else we need to consider for Segment 1?

Answered: 8 Skipped: 3

#	Responses	Date
1	Easy transition for bicyclists to ROW above the river thus providing a separated grade for bikes and cars	1/28/2016 6:55 PM
2	No	1/28/2016 6:36 PM
3	Not that I'm aware of. Indian Head used to be hard to miss but I think a part of the rock fell off... maybe the nose.	1/28/2016 6:35 PM
4	It makes sense to reduce shoulder width for the downhill traffic, where people on bikes can mix with people in cars at 30 mph, but it would be nice to keep the shoulders for the uphill traffic where people on bikes would be slower.	1/28/2016 6:34 PM
5	Slowest speed possible, for least impact to either mountain or river is preferred.	1/28/2016 6:34 PM
6	I'm supportive of improving safety at dangerous curves.	1/28/2016 6:34 PM
7	Any mountain impact will leave a large scar that you simply cannot imagine from a drawing on a paper. The steepness of the current mountain will need major work in order to accomodate any of these alternatives	1/28/2016 6:34 PM
8	Costs	1/28/2016 6:31 PM

### Q3 What spot improvement recommendation are you in favor of for Segment 2?

Answered: 11 Skipped: 0



Answer Choices	Responses
35 mph improvement with river impact	9.09% 1
35 mph improvement with mountain impact	36.36% 4
35 mph improvement with mountain and river impact	9.09% 1
Shoulder improvements only but no other roadway changes	45.45% 5
<b>Total</b>	<b>11</b>

#	Please let us know why you feel that way.	Date
1	preference would be even slower. The slower the safer and the less the impact on mountain and river.	1/28/2016 6:56 PM
2	Same as above	1/28/2016 6:55 PM
3	Mountain does not have significant features - at least to what I can see - in Segement 2.	1/28/2016 6:36 PM
4	Keep it protected for the fly fishing rating.	1/28/2016 6:35 PM
5	Seems to be the most direct route with least amount of impact on both.	1/28/2016 6:35 PM
6	why strive for faster than lower down the canyon? 30 mph seems adequate	1/28/2016 6:34 PM
7	The impact to the river is very severe here, the impact to the mountain is not	1/28/2016 6:34 PM
8	Same as above.	1/28/2016 6:34 PM
9	the steepness of the mountain will give it the abikity to do work on it with out too large of a scar	1/28/2016 6:34 PM

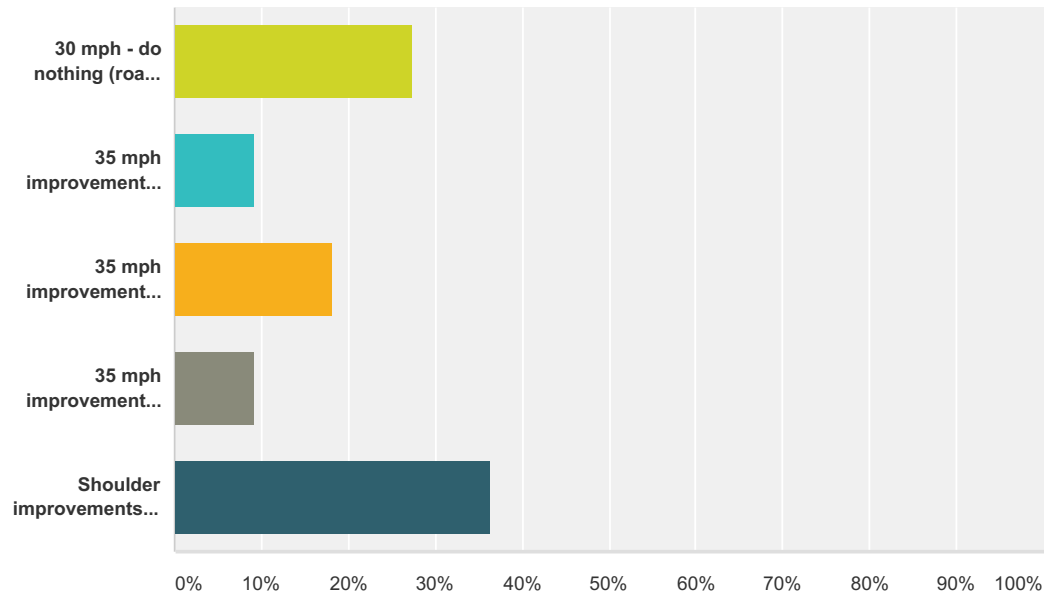
**Q4 Is there anything else we need to consider for Segment 2?**

Answered: 6 Skipped: 5

#	Responses	Date
1	Resources should go into purchasing and improving the bike and ped trail on the north side of the river.	1/28/2016 6:55 PM
2	No	1/28/2016 6:36 PM
3	if 35 mph is to be the design speed through here, it makes more sense to go for the mountain-only impact for curve number 2 and mountain+river for curve no. 1, as the mountain+river version of curve number 2 has fairly drastic effects on the river but the mountain side of the road through curve 2 is not steep like elsewhere.	1/28/2016 6:34 PM
4	The safety of access for the Olsen property if the mountain only impact is chosen	1/28/2016 6:34 PM
5	Na	1/28/2016 6:34 PM
6	Costs	1/28/2016 6:31 PM

### Q5 What spot improvement recommendation are you in favor of for Segment 3?

Answered: 11 Skipped: 0



Answer Choices	Responses
30 mph - do nothing (road currently meets 30 mph)	27.27% 3
35 mph improvement with river impact	9.09% 1
35 mph improvement with mountain impact	18.18% 2
35 mph improvement with mountain and river impact	9.09% 1
Shoulder improvements only but no other roadway changes	36.36% 4
<b>Total</b>	<b>11</b>

#	Please let us know why you feel that way.	Date
1	consistent slower speed	1/28/2016 6:56 PM
2	Cost and least amount of impacts to the river	1/28/2016 6:55 PM
3	No significant mountain features to impact	1/28/2016 6:36 PM
4	Protect the river	1/28/2016 6:35 PM
5	The area is widely used by fishermen. Scars to the mountain would be too significant.	1/28/2016 6:35 PM
6	What's the rush all about? Improvements through here seem unnecessary. At this point, the canyon is wide enough that it is more feasible to stay away from the river, so 35 mph with mountain impact makes more sense than impacting the river, but shoulder improvements only to provide full shoulders for 30 mph seems most reasonable to me.	1/28/2016 6:34 PM
7	I favor a slower speed in the canyon with less impacts	1/28/2016 6:34 PM
8	Doesn't really appear to touch the river or alter its aesthetics. Would rather not touch the mountain, again for aesthetics purposes	1/28/2016 6:34 PM
9	its an appropriate speed for this section, and would not impede on private property nor the value of the river	1/28/2016 6:34 PM

**Q6 Is there anything else we need to consider for Segment 3?**

Answered: 3 Skipped: 8

#	Responses	Date
1	No	1/28/2016 6:36 PM
2	Generally speaking, the less impact to either mountain or river regardless of speed is my preference	1/28/2016 6:34 PM
3	Na	1/28/2016 6:34 PM

**Q7 Please share any additional thoughts you have about the roadway improvements.**

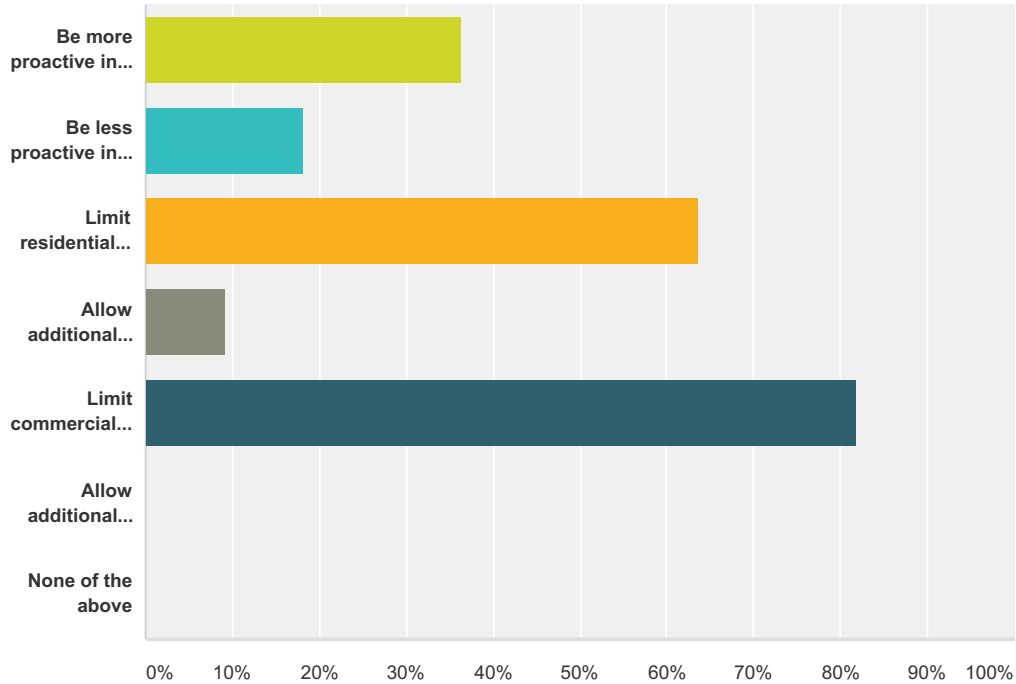
Answered: 6 Skipped: 5

#	Responses	Date
1	The canyon is spectacular, do as little as possible to disturb it and slow everyone down so it can be appreciated and make it safer for everyone. How about a stop sign or two?	1/28/2016 6:56 PM
2	Why couldn't some portions of the grade separated trail be paved? Could the county road north of the river be used also for trail?	1/28/2016 6:55 PM
3	Limits on size trucks that are allowed in the canyon. Encourage recreational trailer traffic to use Trapper's Loop. Take into account general safety lessons/results from Logan Canyon road improvements.	1/28/2016 6:36 PM
4	The canyon should not be made appealing for high traffic and high speeds, or for large vehicles. Trappers Loop is a reasonable alternative route for this.	1/28/2016 6:34 PM
5	Na	1/28/2016 6:34 PM
6	Get rid of the big trucks in the canyon	1/28/2016 6:31 PM



### Q8 In regard to land use in Ogden Canyon, I would like to see Weber County...(Please select all that apply)

Answered: 11 Skipped: 0

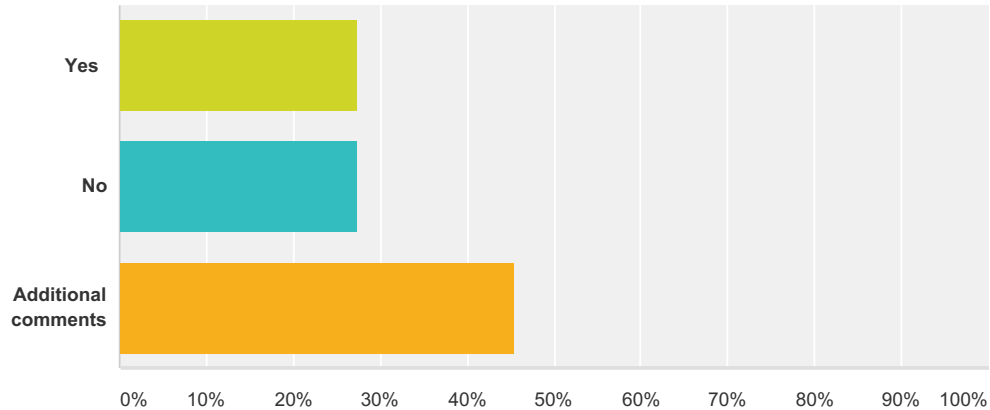


Answer Choices	Responses
Be more proactive in buying property as it comes available for sale	36.36% 4
Be less proactive in buying property	18.18% 2
Limit residential development	63.64% 7
Allow additional residential development	9.09% 1
Limit commercial development	81.82% 9
Allow additional commercial development	0.00% 0
None of the above	0.00% 0
<b>Total Respondents: 11</b>	

#	Other (please specify)	Date
1	The canyon is not a real good location for development	1/28/2016 6:36 PM
2	any more development creates additional safety concerns	1/28/2016 6:34 PM

**Q9 SR-39 is a designated Utah Scenic Byway by state law. The purpose of the Scenic byway designation is to conserve and enhance the byway's qualities and promote tourism and economic development. Are you in favor of promoting the canyon as a tourist destination?**

Answered: 11 Skipped: 0

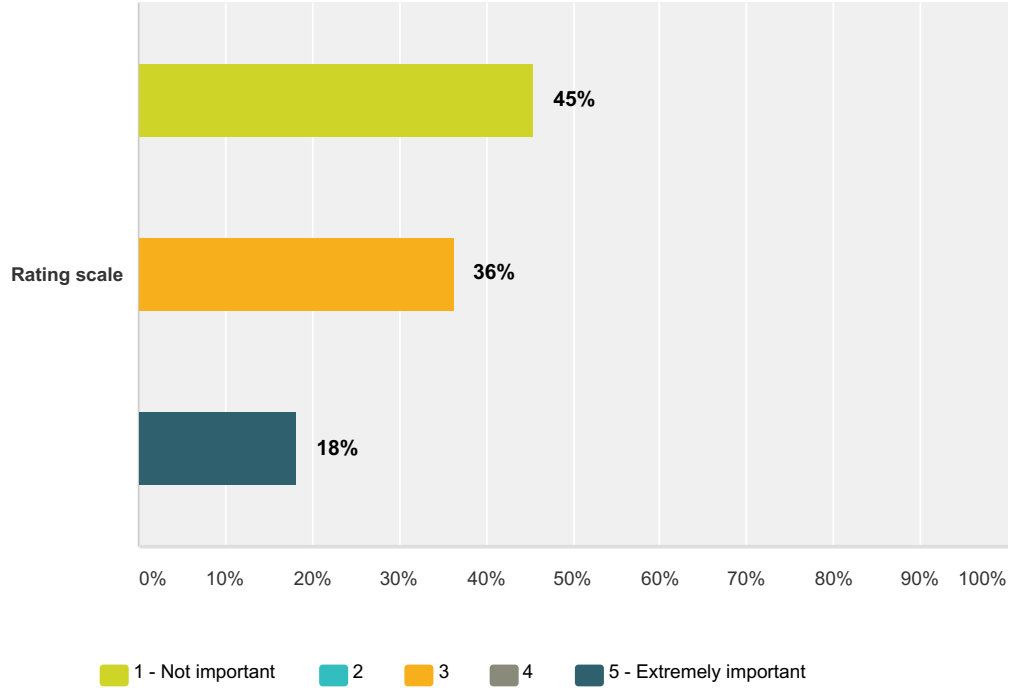


Answer Choices	Responses	Count
Yes	27.27%	3
No	27.27%	3
Additional comments	45.45%	5
<b>Total</b>		<b>11</b>

#	Additional comments	Date
1	The more the canyon recreational usage increases the slower the speeds need to be.	1/28/2016 6:56 PM
2	Maybe, would not want to see physical structures like parking and vending/businesses.	1/28/2016 6:36 PM
3	yes. Encouraging recreational use of the canyon will congest and slow through traffic, and make drivers more mindful of recreational users, which will, I think, enhance safety of the canyon and encourage use of alternate routes for high-speed traffic and trucking.	1/28/2016 6:34 PM
4	The canyon is accommodating more needs already than it can be expected to, additional load on the canyon can only destroy the very thing the tourists would be coming to see	1/28/2016 6:34 PM
5	if the promotion of the canyon occurs there is a need to work wwith public land managers to accomodate the increase in use. current use is near capacity around pineview and work would be needed to spread the use out	1/28/2016 6:34 PM

**Q10 On a scale from 1 (not at all important) to 5 (extremely important), how important is it to connect trails to neighborhoods?**

Answered: 11 Skipped: 0

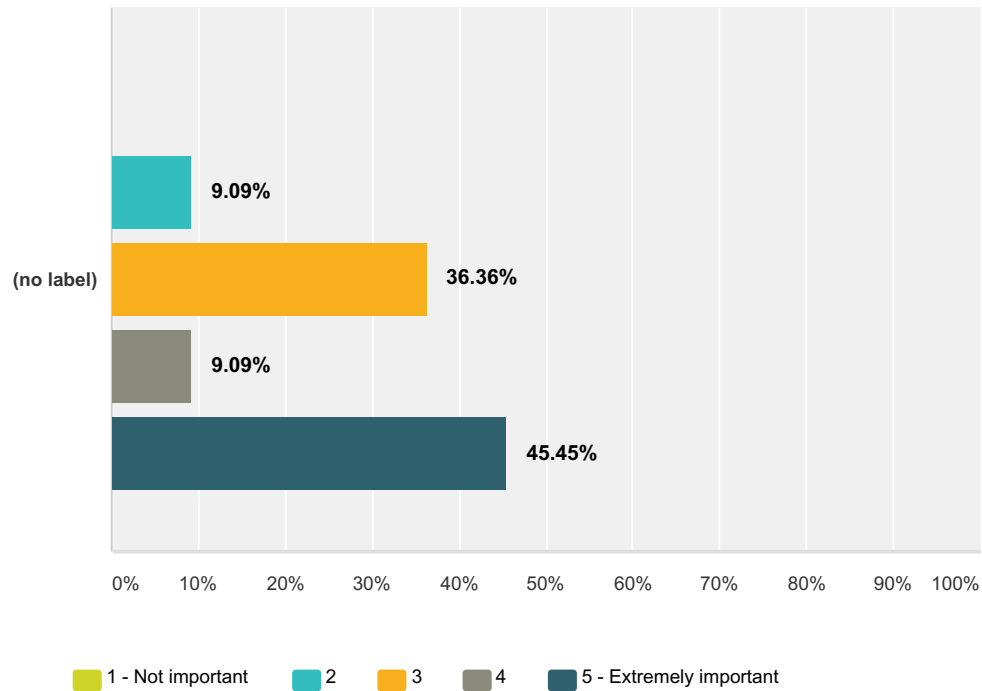


	1 - Not important	2	3	4	5 - Extremely important	Total	Weighted Average
Rating scale	45%	0%	36%	0%	18%	11	2.45
	5	0	4	0	2		

#	Which neighborhoods?	Date
1	Should be left to residents	1/28/2016 7:08 PM
2	None	1/28/2016 7:05 PM
3	Let the neighborhoods decide. Poll the neighborhoods, and if the majority of homes want a connection, great! It only enhances their property value and livability, but isn't important to trail users from outside the neighborhood.	1/28/2016 6:59 PM
4	create access nearby but not direct access.	1/28/2016 6:56 PM

**Q11 On a scale from 1 (not at all important) to 5 (extremely important), how important is it to connect trails to scenic features?**

Answered: 11 Skipped: 0

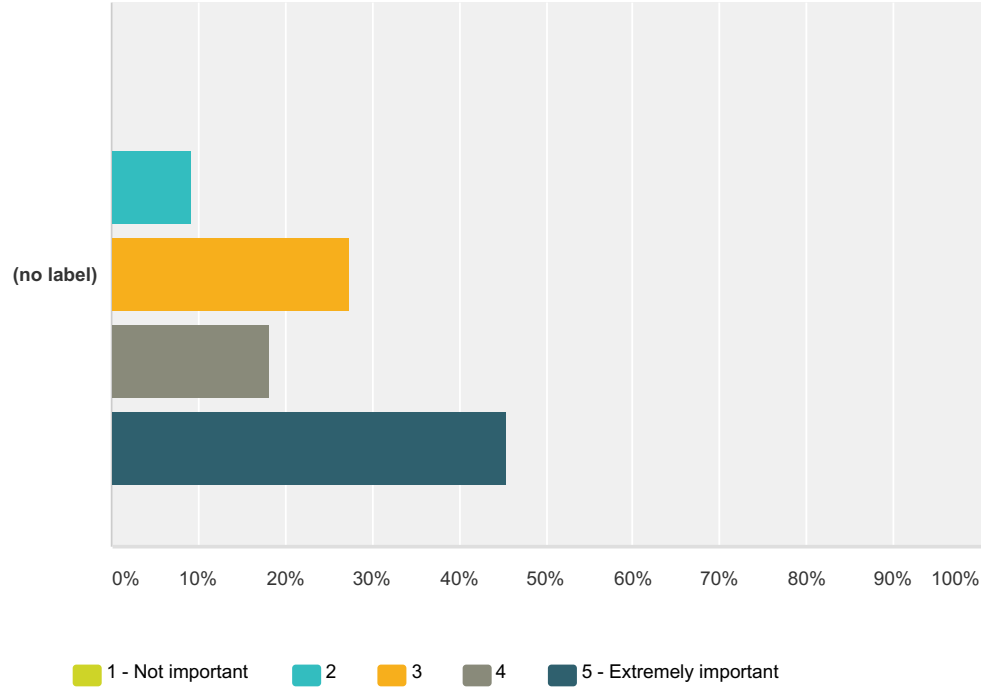


	1 - Not important	2	3	4	5 - Extremely important	Total	Weighted Average
(no label)	0.00% 0	9.09% 1	36.36% 4	9.09% 1	45.45% 5	11	3.91

#	What features?	Date
1	Lime kiln, geologic fold - big L (across from Grey Cliff), Z Fold - signage for people to be able to find some of these features	1/28/2016 7:16 PM
2	Waterfall, kiln, existing trails	1/28/2016 7:08 PM
3	Kiln,Ogden pathway,wheeler creek,reservoir trail wheeler creek,	1/28/2016 7:05 PM
4	I'm supportive to providing access to the river in several areas if it does not adversely affect the canyon residents	1/28/2016 7:05 PM
5	people love trails to destinations and loops	1/28/2016 7:03 PM
6	indian trail	1/28/2016 7:00 PM
7	Destination recreational features in the canyon are the biggest reasons why people will use the trail.	1/28/2016 6:59 PM
8	If reasonable but ultimately The entire canyon is scenic.	1/28/2016 6:56 PM
9	waterfall	1/28/2016 6:36 PM

**Q12 On a scale from 1 (not at all important) to 5 (extremely important), how important is it to connect new trails to existing trails?**

Answered: 11 Skipped: 0



	1 - Not important	2	3	4	5 - Extremely important	Total	Weighted Average
(no label)	0.00% 0	9.09% 1	27.27% 3	18.18% 2	45.45% 5	11	4.00

#	Which existing trails?	Date
1	Indian, Wheeler	1/28/2016 7:08 PM
2	Weber pathway, wheeler canyon, BST	1/28/2016 7:06 PM
3	Wheeler creek, Indian trail, Ogden pathew	1/28/2016 7:05 PM
4	Particularly important will be connections to the Indian trail, Wheeler Creek Trail, and Pineview Trailhead, or a close to it as possible.	1/28/2016 6:59 PM
5	Again, the least impactfull route	1/28/2016 6:56 PM

**Q13 Is there anything else we need to consider regarding a trail in Segment 1 (Mouth of the canyon to the Narrows)?**

Answered: 7 Skipped: 4

#	Responses	Date
1	Might be some rock fall in that area to be aware of	1/28/2016 7:16 PM
2	No	1/28/2016 7:08 PM
3	No I like the paved pathway.	1/28/2016 7:06 PM
4	Perry camp should be skirted	1/28/2016 7:05 PM
5	Would love to see areas that provide fishing access to the river.	1/28/2016 7:05 PM
6	Nono	1/28/2016 7:00 PM
7	I'm a little concerned about the trail cross section. 6' pedestrian and 6' bikes isn't wide enough for two-way bike traffic, particularly if it's on grade with high-speed downhill traffic. I would suggest a 14' trail - 9' for two way bikes, and 5' for pedestrians.	1/28/2016 6:59 PM

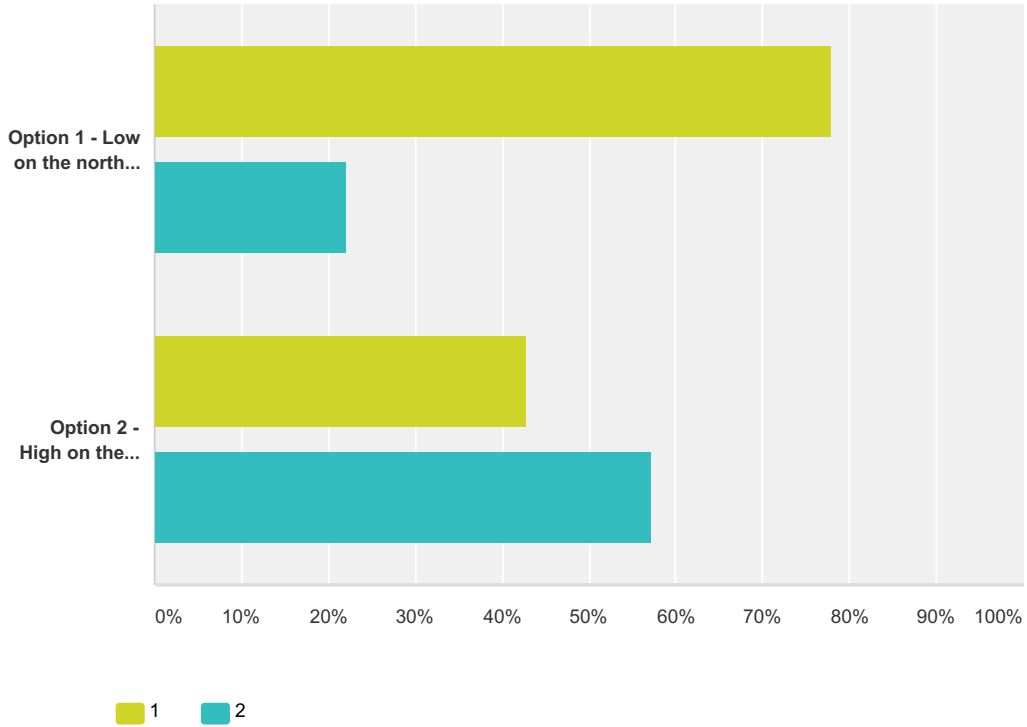
**Q14 Is there anything else we need to consider regarding a trail in Segment 2 (Narrows to The Cobbles)?**

Answered: 7 Skipped: 4

#	Responses	Date
1	Through Fairmont - that Grove is adamant against this.	1/28/2016 7:16 PM
2	No	1/28/2016 7:08 PM
3	Pine view has stated to the canyon group that they would absolutely forbid access to the 72" pipeline in the canyon from approx wildwood to the west, but they might be ok with it above that point	1/28/2016 7:05 PM
4	Same as above. Would love to see areas that provide fishing access.	1/28/2016 7:05 PM
5	The entire segment should be constructed to sustain multiple uses. The bikes on the road need to be removed	1/28/2016 7:03 PM
6	No	1/28/2016 7:00 PM
7	It's unfortunate, in my opinion, that the residents don't have the vision of how mixed use paths enhance, not degrade, backyard ambiance. Time after time, trails have been built along backyards, where residents opposed the project for privacy concerns, only to find that they love the trail when it's done, and property values skyrocket.	1/28/2016 6:59 PM

**Q15 Please rank the trail Segment 3 options (The Cobbles to Alaskan Inn) in order of priority to you (with 1 being most important and 2 being least important).**

Answered: 10 Skipped: 1



	1	2	Total	Score
Option 1 - Low on the north side of the mountain	77.78% 7	22.22% 2	9	1.78
Option 2 - High on the north side of the mountain	42.86% 3	57.14% 4	7	1.43



**Q16 Is there anything else we need to consider regarding a trail for Segment 3 option 1 (Low on the north side of the mountain)?**

Answered: 5 Skipped: 6

#	Responses	Date
1	Better option	1/28/2016 7:16 PM
2	No	1/28/2016 7:08 PM
3	I think it needs to be on the roadway in this area	1/28/2016 7:05 PM
4	Same as above. Would love to see areas that provide or consider fishing access.	1/28/2016 7:05 PM
5	No	1/28/2016 7:00 PM

**Q17 Is there anything else we need to consider regarding a trail for Segment 3 option 2 (High on the north side of the mountain)?**

Answered: 5 Skipped: 6

#	Responses	Date
1	There is a lot of rock fall on the high option. Certain times of the year I don't walk my dogs in this area because it's too dangerous.	1/28/2016 7:16 PM
2	No	1/28/2016 7:08 PM
3	Would love to see areas that provide or consider fishing access.	1/28/2016 7:05 PM
4	Should be constructed to address multiple uses including bikes	1/28/2016 7:03 PM
5	No	1/28/2016 7:00 PM

**Q18 Is there anything else we need to consider regarding a trail in Segment 4 (Alaskan Inn to ATK)?**

Answered: 5 Skipped: 6

#	Responses	Date
1	I can't think of anything negative. Mike Bachman - you might need to move a little to the north of the pipe and fence it for him or move to the south side. Keith Rounkles might like this. He owns a lot of property. Maybe put a trail by ATK building - there is probably room on the south side. That might appease Mike. Then when you cross the bridge there is room by the filtration plant and you'd be home free to Wheeler Creek.	1/28/2016 7:16 PM
2	No	1/28/2016 7:08 PM
3	Trail should not cross bachmans property, it should be on the roadway.	1/28/2016 7:05 PM
4	Include multiple uses including bikes	1/28/2016 7:03 PM
5	No	1/28/2016 7:00 PM

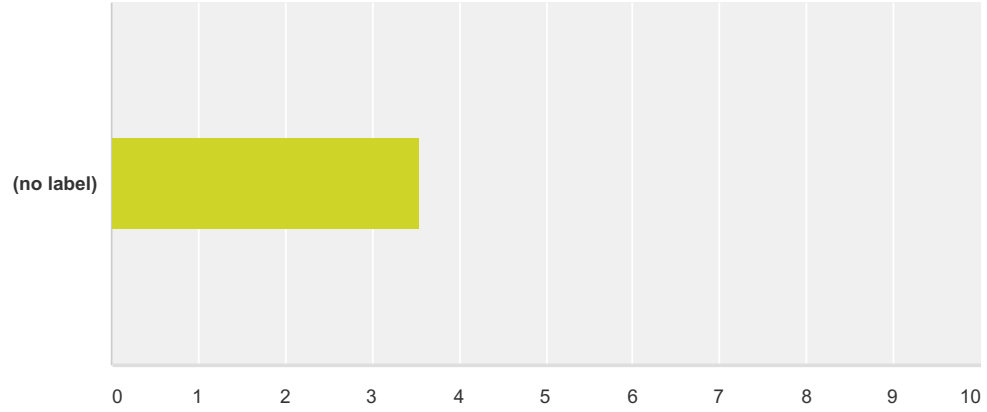
**Q19 Is there anything else we need to consider regarding a trail in Segment 5 (ATK to Wheeler Creek trailhead)?**

Answered: 7 Skipped: 4

#	Responses	Date
1	Put it on the south side - I wouldn't think there would be any opposition. There might need to be some work on the bank where the hill starts.	1/28/2016 7:16 PM
2	No	1/28/2016 7:08 PM
3	Underground access from the highway.	1/28/2016 7:06 PM
4	Ogden city water has said they would absolutely not allow the trail on the north side of the treatment plant for water safety reasons	1/28/2016 7:05 PM
5	Would love to see areas that provide or consider fishing access.	1/28/2016 7:05 PM
6	Include multiple uses including bikes	1/28/2016 7:03 PM
7	No	1/28/2016 7:00 PM

**Q20 On a scale from 1 (not in favor) to 5 (extremely in favor), how much do you favor the preferred trail concept?**

Answered: 11 Skipped: 0



	1 - Not in favor	2	3	4	5 - Extremely in favor	Total	Weighted Average
(no label)	9.09% 1	9.09% 1	9.09% 1	63.64% 7	9.09% 1	11	3.55

#	Please share any additional comments.	Date
1	See reasons above	1/28/2016 7:05 PM
2	There may be areas where the old railroad ROW and the pipeline area can be used alternately.	1/28/2016 7:03 PM
3	It'll be great either way. I just think that existing residents will benefit more from a lower trail, whether or not they realize it.	1/28/2016 6:59 PM

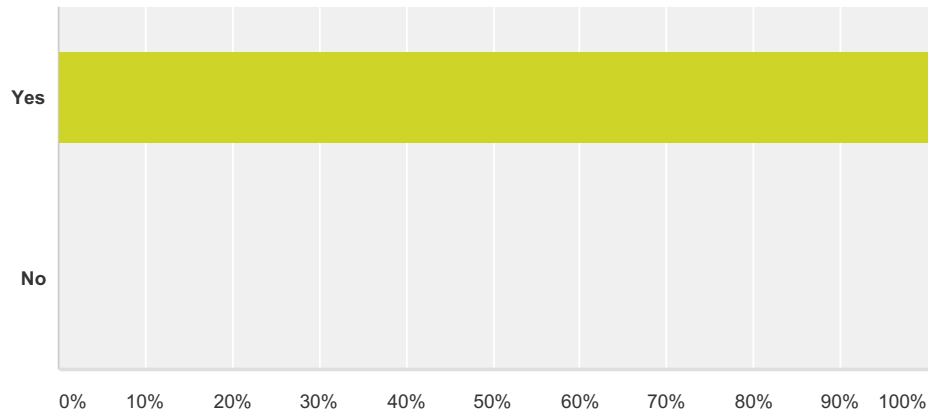
**Q21 Please share any additional thoughts  
you have about the trail concept.**

Answered: 3 Skipped: 8

#	Responses	Date
1	Good luck...	1/28/2016 7:08 PM
2	I prefer a trail in the canyon, but it needs to avoid the neighborhoods. It would probably be best on the roadway itself separated by a poured in place barrier	1/28/2016 7:05 PM
3	In those areas where pine view water line cannot be used, perhaps the old Rail ROW may be utilized. I have no problem with the switchbacks.	1/28/2016 7:03 PM

### Q22 Would you use this trail in the canyon?

Answered: 11 Skipped: 0



Answer Choices	Responses
Yes	100.00% 11
No	0.00% 0
<b>Total</b>	<b>11</b>