

June 18, 2009

Mr. Pat Sweeney  
MPE, Inc.  
P.O. Box 2429  
Park City, UT 84060

**RE: Revised Letter  
Treasure Hill – Walkability Study / Recommended Improvements and  
Effects on Traffic of Proposed Roadway Section on Empire Ave.**

Dear Mr. Sweeney,

The purpose of this letter is two-fold: present revisions to the walkability study and comment on the effect of the proposed changes to the roadway section on Empire Ave.

Walkability Study

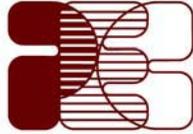
PEC performed a walkability study for the Treasure Hill development and surrounding Park City Resort area in March 2009. The recommended improvements from that study were documented in a letter from PEC to MPE, Inc. dated March 31, 2009. In summary, the study concluded that improvements need to be made in order to provide safer pedestrian accommodations, with or without the proposed project. A list of recommended pedestrian improvements was included.

This letter updates the previous walkability study based on concerns brought forward by the Park City Planning Commission regarding safety on Empire Avenue. Changes to the walkability study recommended improvements include:

- Installation of sidewalk on the downhill side of Empire Avenue, and
- Elimination of the proposed sidewalk/stair improvements from Empire to Lowell on 10<sup>th</sup> Street (need eliminated by improvements on Empire).

The attached figure provides a graphical representation of the suggested improvements described with the addition of the changes listed above. The complete list of suggested improvements, as updated, is as follows:

- Install new sidewalk on the west side of Lowell Avenue and on the east side of Empire Avenue from the Park City Mountain Resort area to the Treasure Development. Current conditions warrant this improvement without the Treasure Development. It would also be in the best interest of pedestrian safety to provide for the sidewalks to remain reasonably clear of snow during the winter season to allow for continued pedestrian use. It is PEC's experience that the adjacent property owners can not be relied on to complete this in a timely fashion. Accordingly, we recommend that the City take on this responsibility.



- Install new sidewalk/stair connections. This includes connections from Woodside to Crescent on 8<sup>th</sup> Street and Empire to Lowell on Manor.
- Install signs and paint crosswalks in eight (8) locations in the Park City Mountain Resort Area. These installations will help increase the safety of pedestrians using the area and their locations have the least amount of impact on vehicle traffic. Because of the current pedestrian habits of walking these roads freely, once the crosswalks are established it may be necessary for the City to enforce the crossing restrictions in order to realize safer traffic and pedestrian interaction.
- There are currently two (2) locations where sidewalk/stair improvements are warranted in order to provide adequate access for future growth. These improvements are understood to be scheduled for completion by others sometime in 2009. They are from Woodside to Treasure on 6<sup>th</sup> Street and Park to Woodside on 8<sup>th</sup> Street.

Pursuit of these recommendations will contribute to safe pedestrian access around the Park City Resort area and the Treasure Development.

#### Empire Avenue

The walkability study as presented above reflects the current proposal to install sidewalk on Empire Ave. between the project and Manor Way. It is our understanding that some narrowing of the roadway will be required in order to create the space for that sidewalk. The question has been raised as to whether or not that action would reduce the traffic-carrying capacity of Empire Ave. significantly enough to affect the conclusions of the traffic impact analysis performed previously.

The original traffic study concluded that traffic on Empire south of Manor would operate at LOS A during the AM and PM peak hours. While the roadway narrowing may affect operating speeds on the roadway, it is our opinion that the operations will remain at LOS A. Those lower speeds are in line with the anticipated and desired character of that roadway. The traffic impact of the proposed change is negligible.

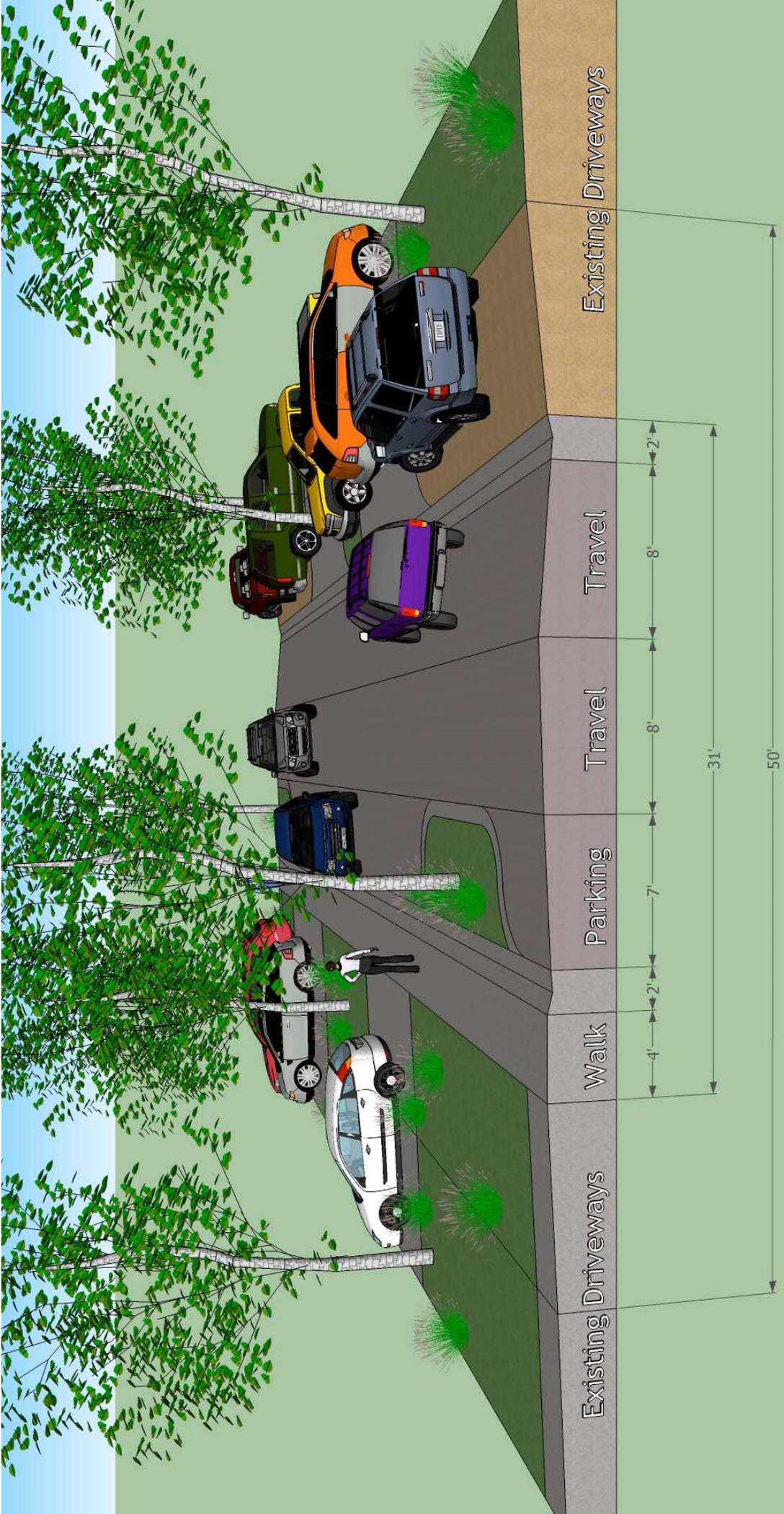
Respectfully,  
**Project Engineering Consultants**

Gary Horton, P.E.  
Principal

Cc: Project File







Empire Avenue R.O.W.

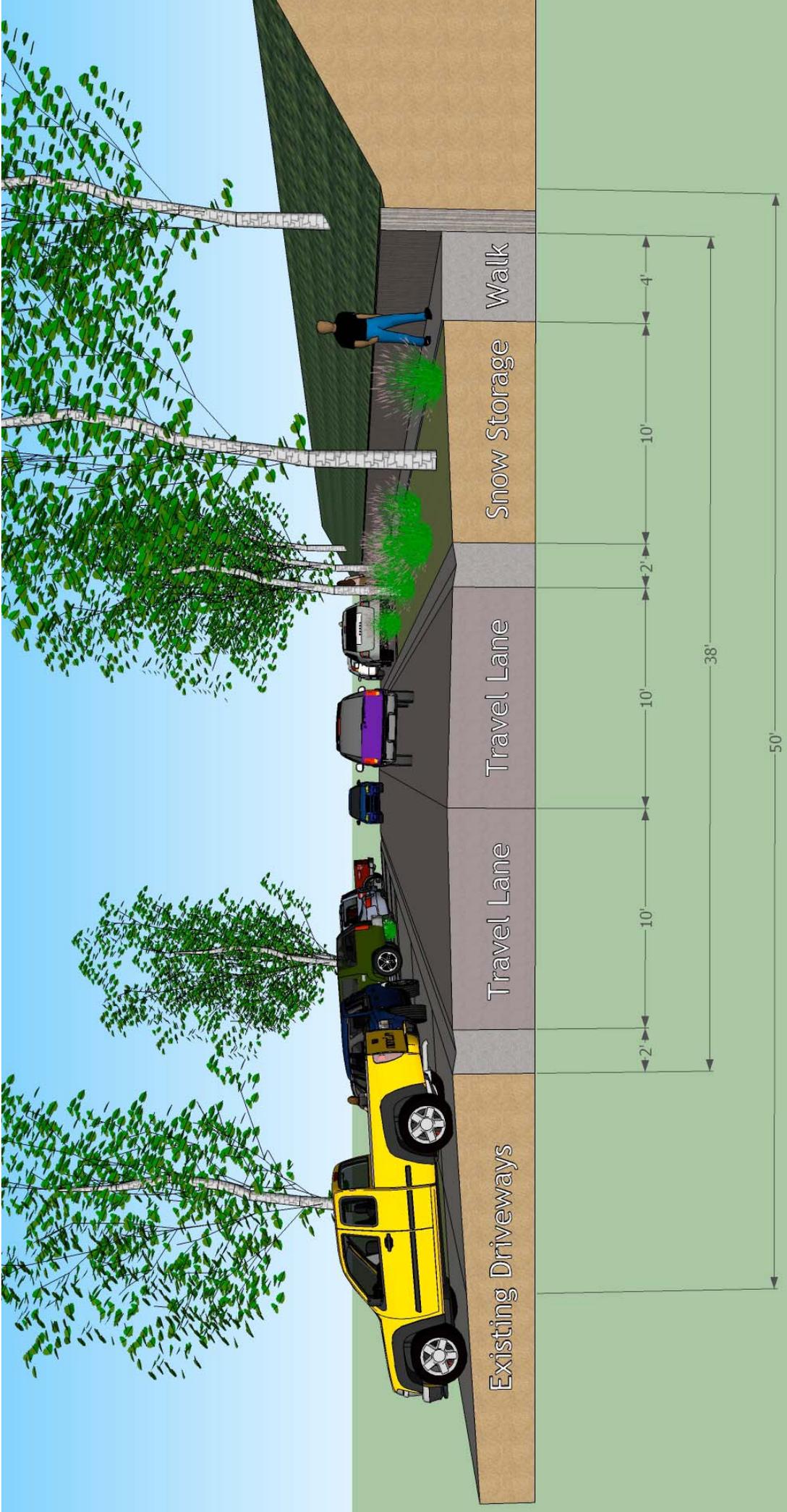


Empire Avenue R.O.W.





Lowell Avenue R.O.W.



Lowell Avenue R.O.W.