



DEER VALLEY
RESORT

Snow Park

Transportation & Circulation Plan

December 19th, 2022

SNOW PARK LODGE TODAY



THIS IS WHAT A WORLD CLASS BASE COULD LOOK LIKE



1. Revised transportation and circulation plan presentation
2. Proposal for creating a world-class village that reduces single occupancy vehicles

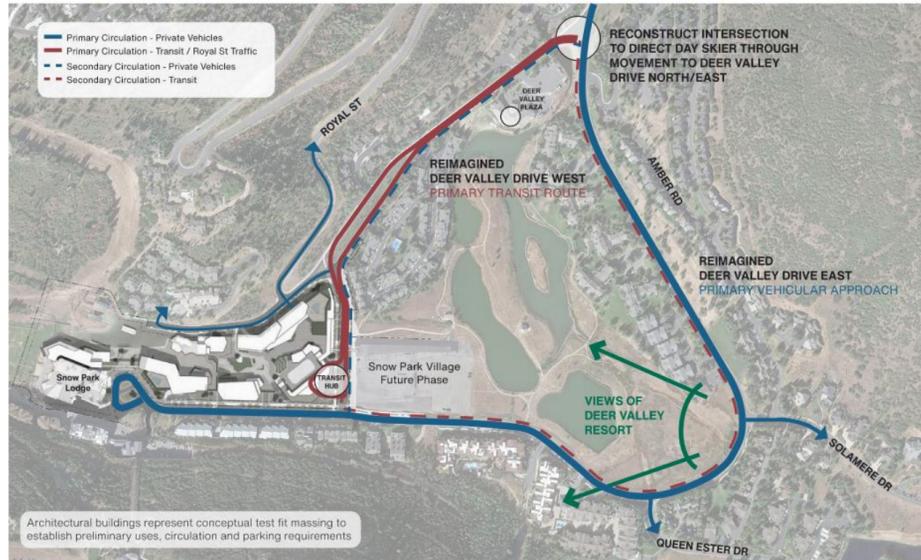


CIRCULATION OPTIONS

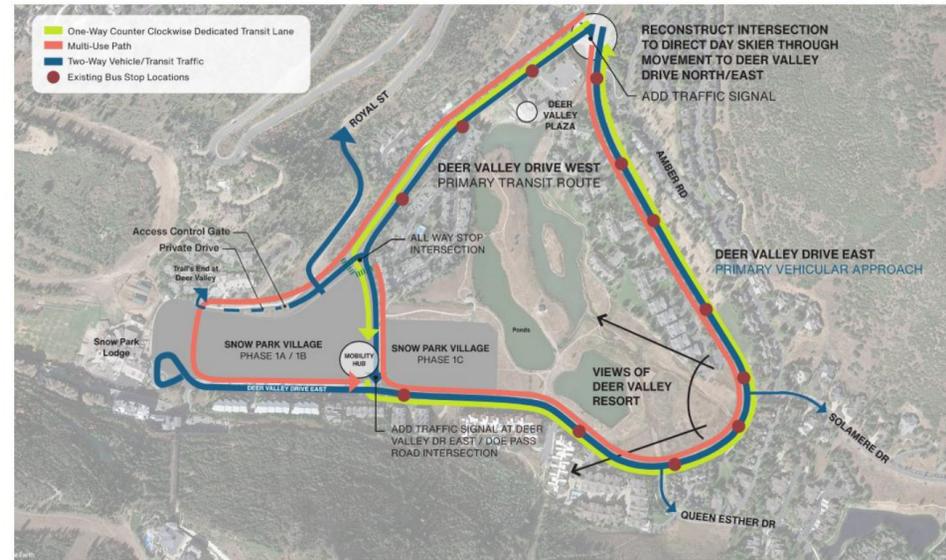
History since Joint Meeting in March



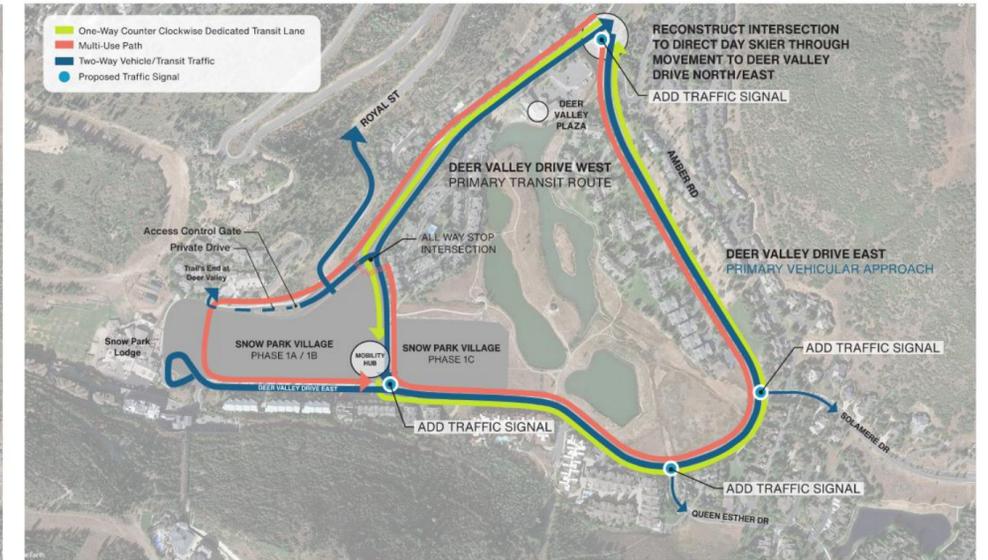
APRIL 2021



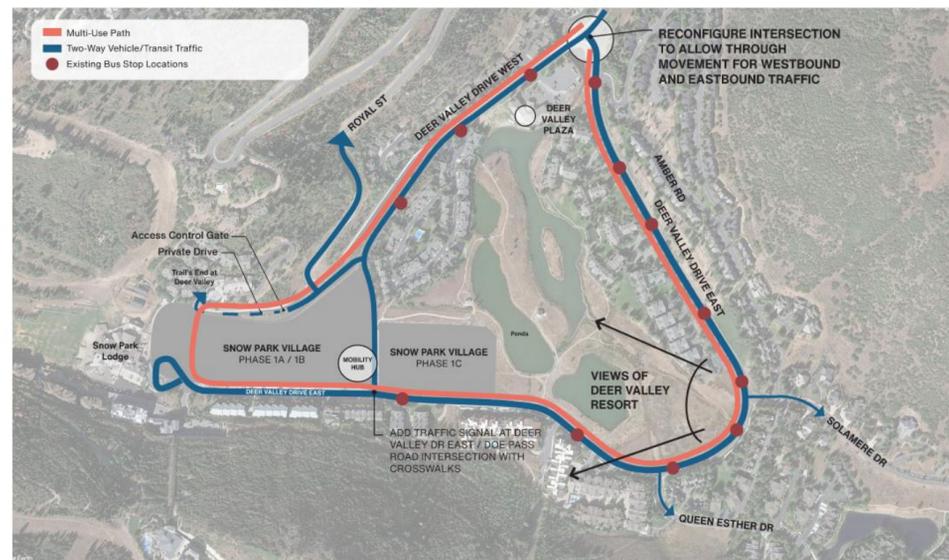
MARCH 2022



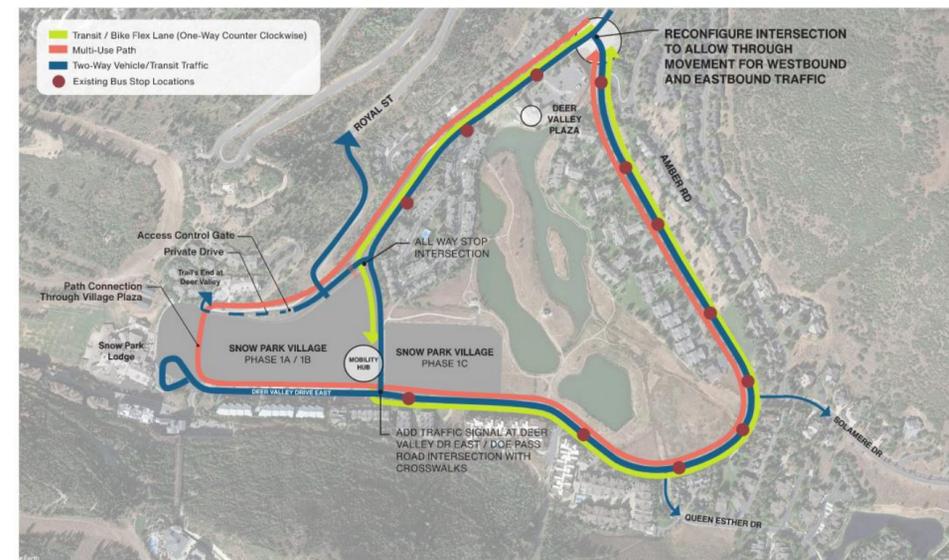
APRIL 2022



JULY 2022



PREFERRED CIRCULATION PLAN



COMMUNITY OUTREACH

History since Joint Meeting in March



ONGOING OUTREACH SINCE MARCH

- Surrounding HOA's & Individual Presentations
 - Conducted multiple meetings and incorporated input.
 - Letters of support
- Polling
- Open House at Snow Park
 - 5 sessions over 3 nights with 500 attendees.

Deer Valley showcases Snow Park concept during open house for staffers

Resort enters important week with more gatherings, City Hall meeting scheduled

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 **Jay Hamburger** [FOLLOW](#)
citynews@parkrecord.com



Based on what you've learned about this project, would you support the re-development of the Deer Valley day use surface parking lots?

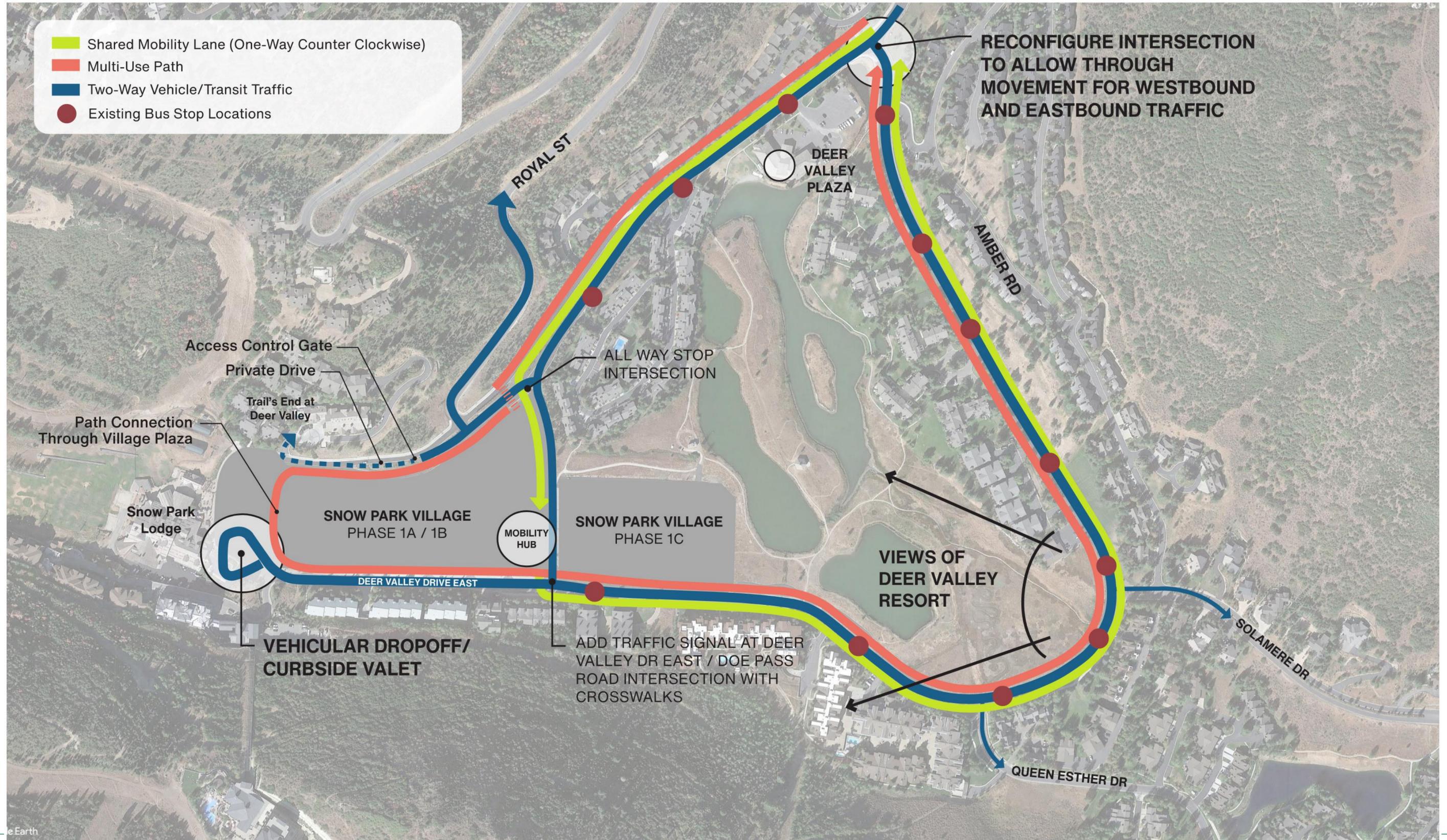
Yes 289 resp. 57.86%

Unsure 109 resp. 21.8%

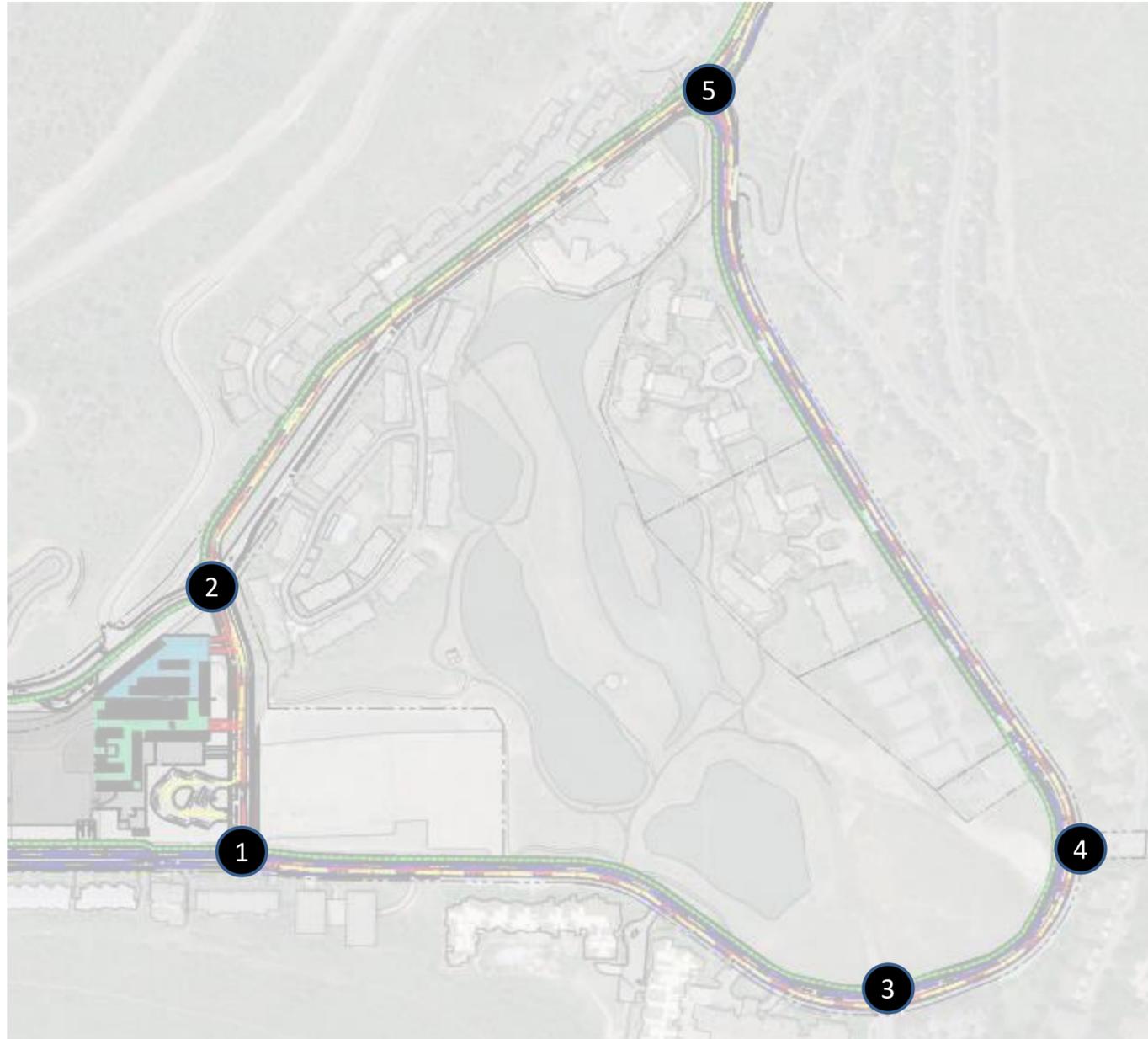
No 102 resp. 20.4%

PREFERRED CIRCULATION PLAN

History since Joint Meeting in March



SKI SEASON SATURDAY ANALYSIS SML OPTION



INTERSECTION		PEAK HOURS	EXISTING		FUTURE (2040) BUILD - NEW LOOP	
			Delays/ Vehicle	LOS	Delays/ Vehicle	LOS
1	Deer Valley Drive East/ Doe Pass Road	AM	-	-	4	A
		PM	-	-	7	A
2	Deer Valley Drive West/ Doe Pass Road	AM	-	-	9	A
		PM	-	-	6	A
3	Deer Valley Drive East/ Queen Esther Drive	AM	6	A	8	A
		PM	9	A	20	C
4	Deer Valley Drive East/ Solamere Drive	AM	7	A	9	A
		PM	11	B	32	D
5	Deer Valley Drive East/ Deer Valley Drive West	AM	15	C	8	A
		PM	39	E	27	C

VEHICULAR FLOW

Level of Service Summary



→ MAIN VEHICULAR FLOW

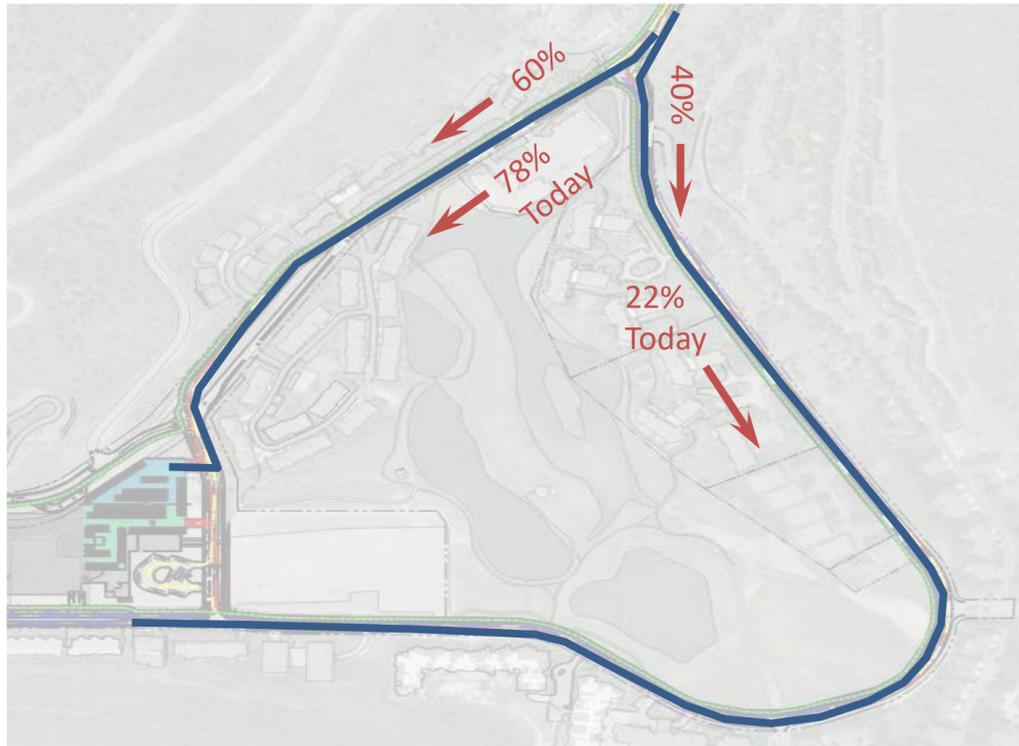
AM MODEL VOLUME ASSUMPTIONS

Vehicles Entering via Deer Valley Drive West

- Day Skiers
- Buses
- Royal Street/Trail's End Residents

Vehicles Entering via Deer Valley Drive East

- Hotel Guests
- Pick-up/Drop-off Users
- Solamere/Queen Esther/Other Residents
- TNC
- Buses
- Valet/Ski-school Users



→ MAIN VEHICULAR FLOW

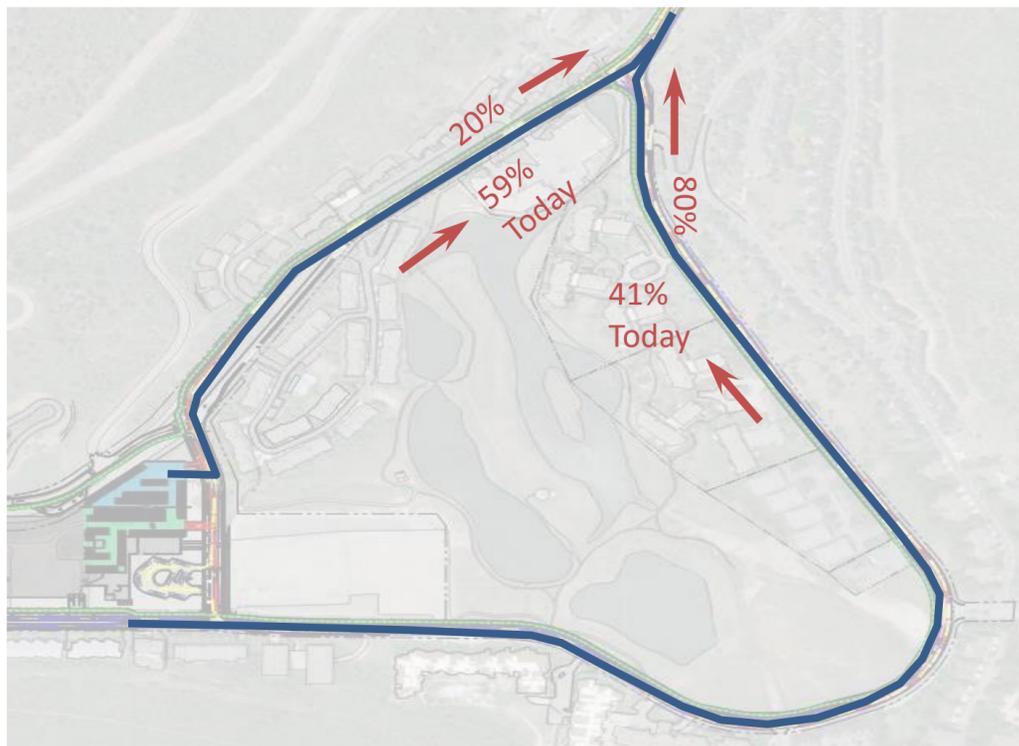
PM MODEL VOLUME ASSUMPTIONS

Vehicles Exiting via Deer Valley Drive West

- Buses
- Royal Street/Trail's End Residents

Vehicles Exiting via Deer Valley Drive East

- Day Skiers
- Hotel Guests
- Buses
- Pick-Up/Drop-Off Users
- TNC
- Valet/Ski-School Users



SIMULATION

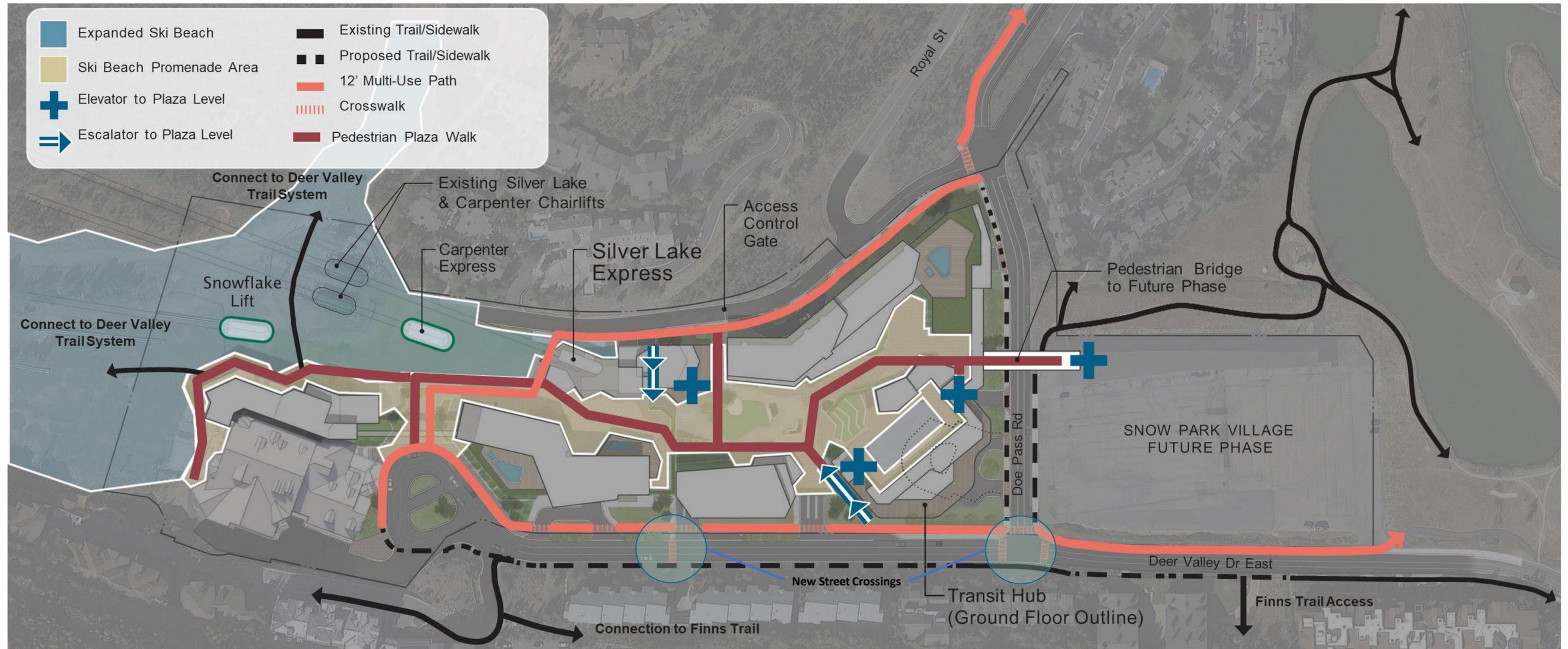
Meeting the City's Standards



Snow Park Village - 2040 AM and PM Peak Hour - Typical vs. Congested



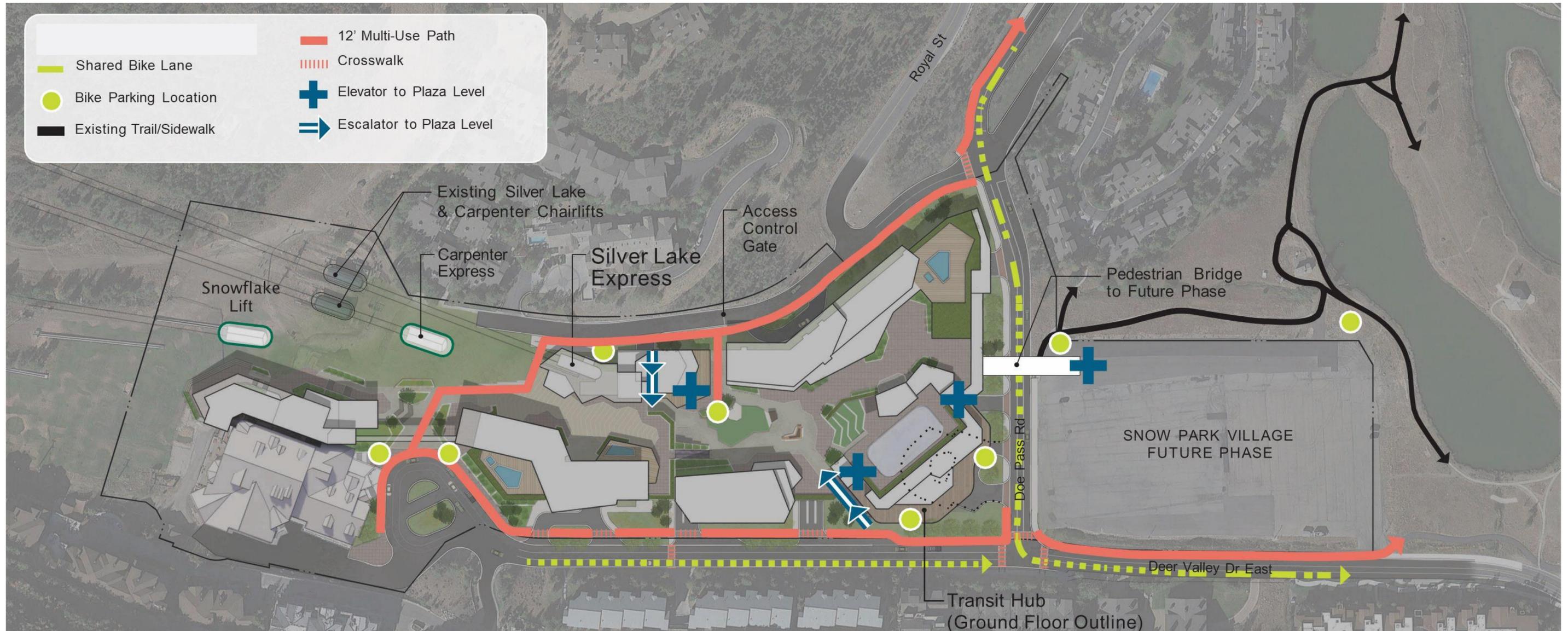
NEW PEDESTRIAN CIRCULATION EXPERIENCE



PEDESTRIAN CIRCULATION

- 12' multi-use paths are provided around the entire Deer Valley Drive loop
- Multi-Use paths lead pedestrians directly to the Village, where there are multiple convenient access points into the Village
- Elevators and/or escalators are provided where a grade change between the path and the plaza occurs
- The Village plaza is a highly activated pedestrian space that connects the Village amenities and buildings directly to the resort chairlifts

NEW SHARED MOBILITY LANE & MULTI-USE PATHS EXPERIENCE



SHARED TRANSIT/BIKE FLEXLANES

- Preferred option for seasoned cyclists and bike commuters
- Allows for higher speeds and quicker travel
- Bike lanes bring cyclists to Doe Pass Road where they can park at the Mobility Hub and enter the Village
- Cyclists can also link with multi-use paths at the Village boundary to access a number of other bike parking locations dispersed throughout the Village
- Bike parking locations are strategically located throughout the Village to provide convenient locations to park and walk to Village amenities and lifts

MULTI-USE PATHS

- Preferred option for less-experienced cyclists, families, groups, or general recreation
- Shares 12' path with pedestrians and requires slower travel speeds
- Multi-use paths bring cyclists along the perimeter of the Village to access a number of bike parking locations dispersed throughout the Village.
- Bike parking locations are strategically located throughout the Village to provide convenient locations to park and walk to Village amenities and lifts

TRANSPORTATION PLAN BENEFITS

Benefits of Transportation Plan & Right of Way Vacation



The Snow Park Village TRANSPORTATION PLAN aligns with the City's goals and entitled vision for Deer Valley Resort.

The following outlines the direct or indirect BENEFITS of public right-of-way vacation.

ALIGNMENT WITH PCMC VISION 2020 PILLARS AND 2014 GENERAL PLAN

- **Comply with the goals of the Lower Deer Valley Neighborhood General Plan.**
 - “The Snow Park parking lots were allotted 210 residential unit equivalents and 21,890 square feet of commercial development within the Deer Valley Master Planned Development (MPD) in 1977.”
 - “Maintaining the world class resort experience.”
 - “Aesthetic experience of arriving at Deer Valley should be preserved.”
 - “Compatibility, view corridors, circulation and connectivity is a priority for the future design (of Snow Park Village).”
 - “Après ski experience of dining and shopping, while providing an opportunity to divert load -out traffic at the end of the ski day.” Increased local amenities that improve overall walkability and guest experience.”
 - “Increased local amenities that improve overall walkability and guest experience.”
- Roadway improvements adding better flow for transportation, bikes, pedestrians, and cars.

TRANSPORTATION PLAN BENEFITS

Benefits of Transportation Plan & Right of Way Vacation



The Snow Park Village TRANSPORTATION PLAN aligns with the City's goals and entitled vision for Deer Valley Resort.

Prioritized Transit - Promoting transit as an efficient and user-friendly means of travel to and from Snow Park Village.

DEER VALLEY DRIVE WEST ROW VACATION BENEFITS:

- Creates a ski-in/out base area
- Reduces vehicular and pedestrian conflicts
- Privatized Deer Valley Drive West reducing maintenance costs for PCMC
- Activates Mountain Transportation System
- Upgrading of Aged Underground Utilities in Deer Valley West
- Fully connected multi-use path across the new plaza

DOE PASS ROAD BENEFITS:

- Addition of on-site Mobility Hub and Transit Center
- Integrate Doe Pass Road into the circulation system
- Traffic signal at Deer Valley Drive East / Doe Pass Road with transit preemption
- Elevated transit focus to discourage single occupancy vehicle trips
- Enriched active transportation network
- Compact, walkable and pedestrian oriented village experience

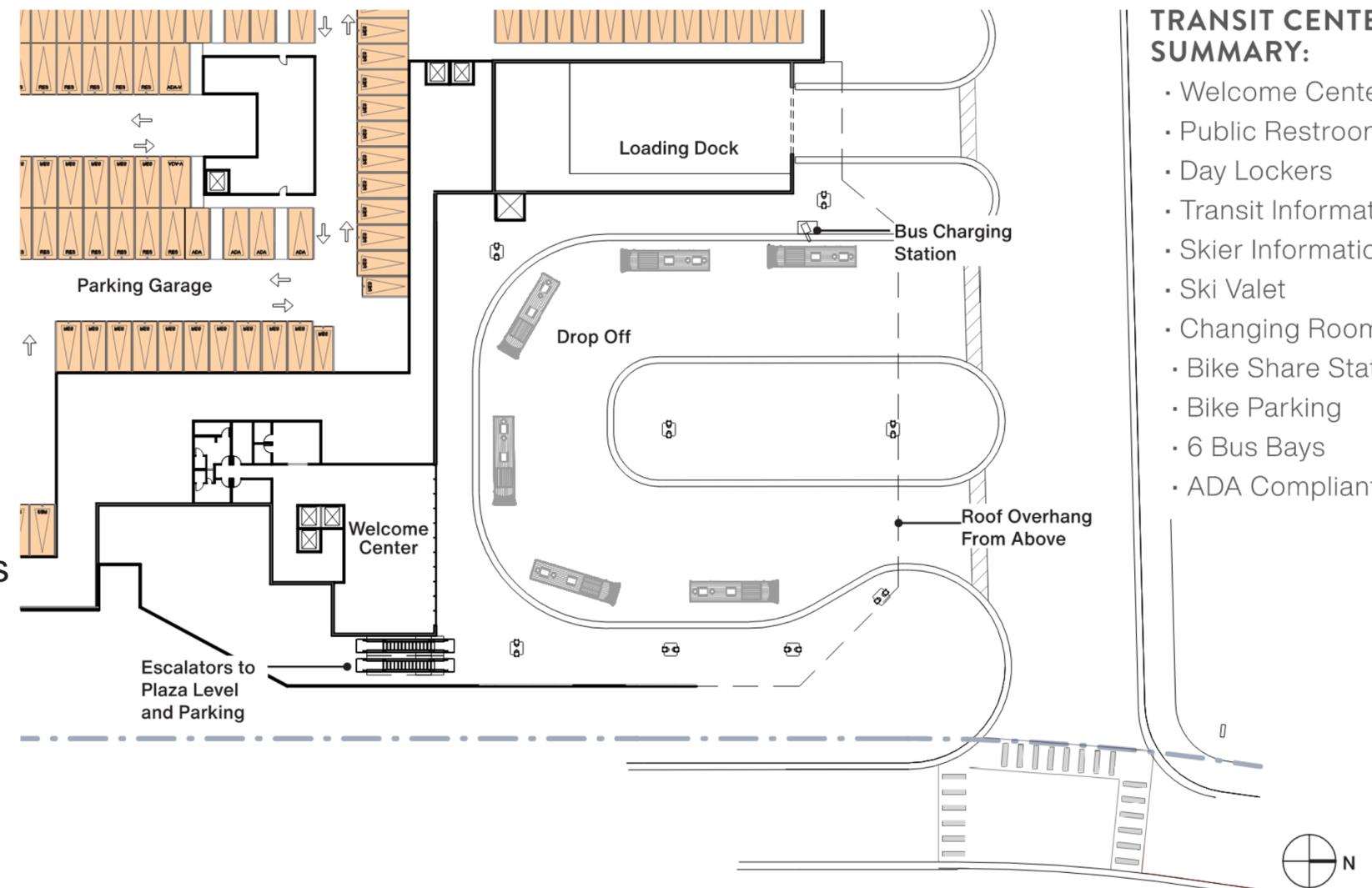
ON-SITE TRANSIT CENTER

Benefits of Transportation Plan & Right of Way Vacation + Dedication



A Better Experience for the Rider

- Transit hub connected to the new loop and future transportation infrastructure
- Arrival and departure in a weather protected environment
- Walkable grades removed via escalators & elevators
- Supports city wide transportation goals
- ADA Compliant
- Public restrooms, changing rooms, day lockers
- Welcome center with real time transit data
- Six dedicated bus stops and bike share station
- Bike parking
- Driver amenities and bus charging station
- Minimizes pedestrian and transit vehicle conflicts
- Direct access to wellness & event space above
- Safer arrival & departure experience



TRANSIT CENTER SUMMARY:

- Welcome Center
- Public Restrooms
- Day Lockers
- Transit Information
- Skier Information
- Ski Valet
- Changing Rooms
- Bike Share Station
- Bike Parking
- 6 Bus Bays
- ADA Compliant

PARKING

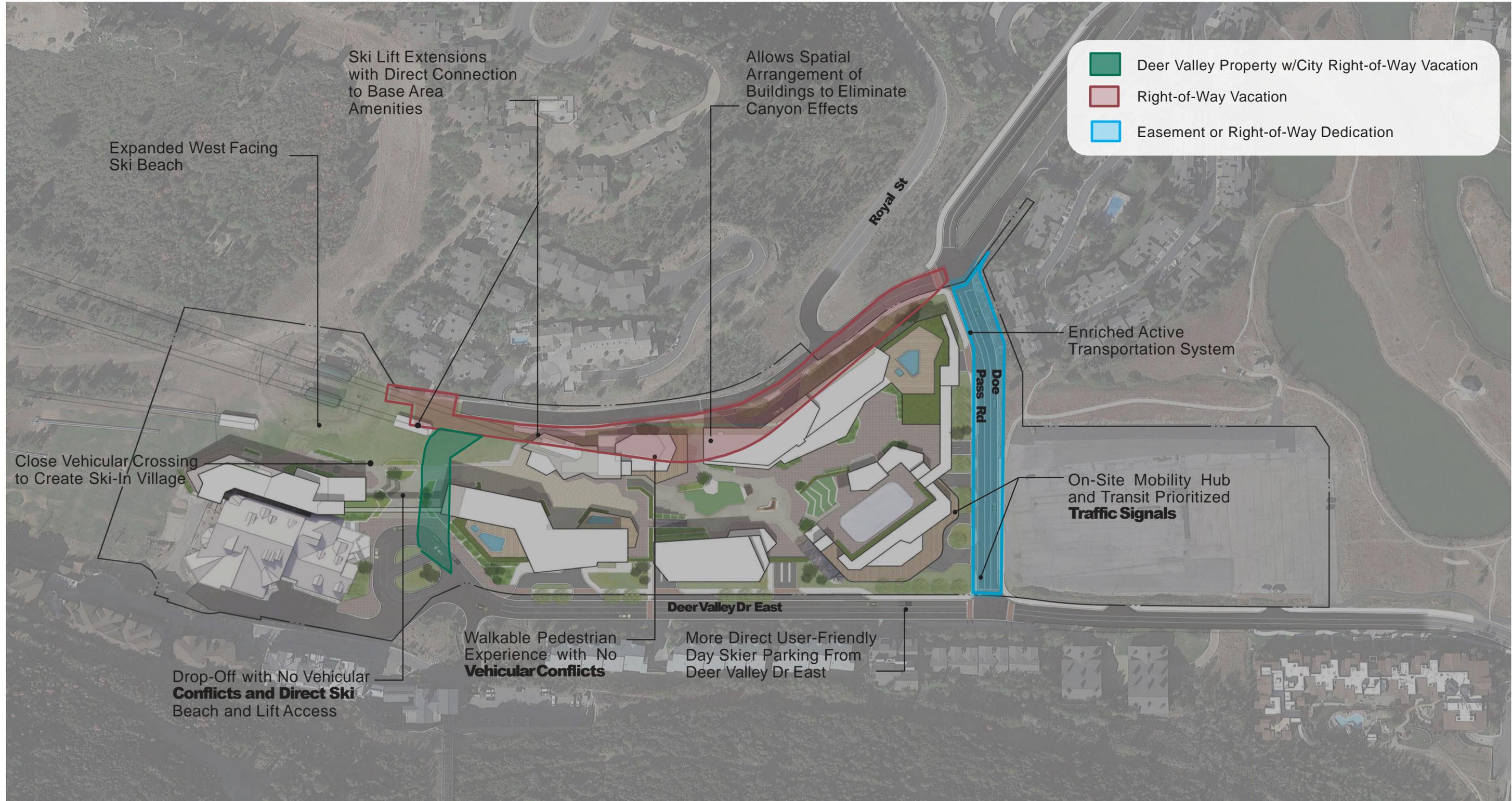
Achieving a 20% Reduction



Snow Park Parking Numbers			
	Current Parking	Proposed Parking without Exception	Proposed Parking with Exception
Lots 1-4	890	1812	1360
Lot 5	450	450	450
Total	1,340	2,262	1,810

ROW VACATION

Benefits of Transportation Plan & Right of Way Vacation + Dedication



WHAT A BASE VILLAGE COULD LOOK LIKE

History since Joint Meeting in March

