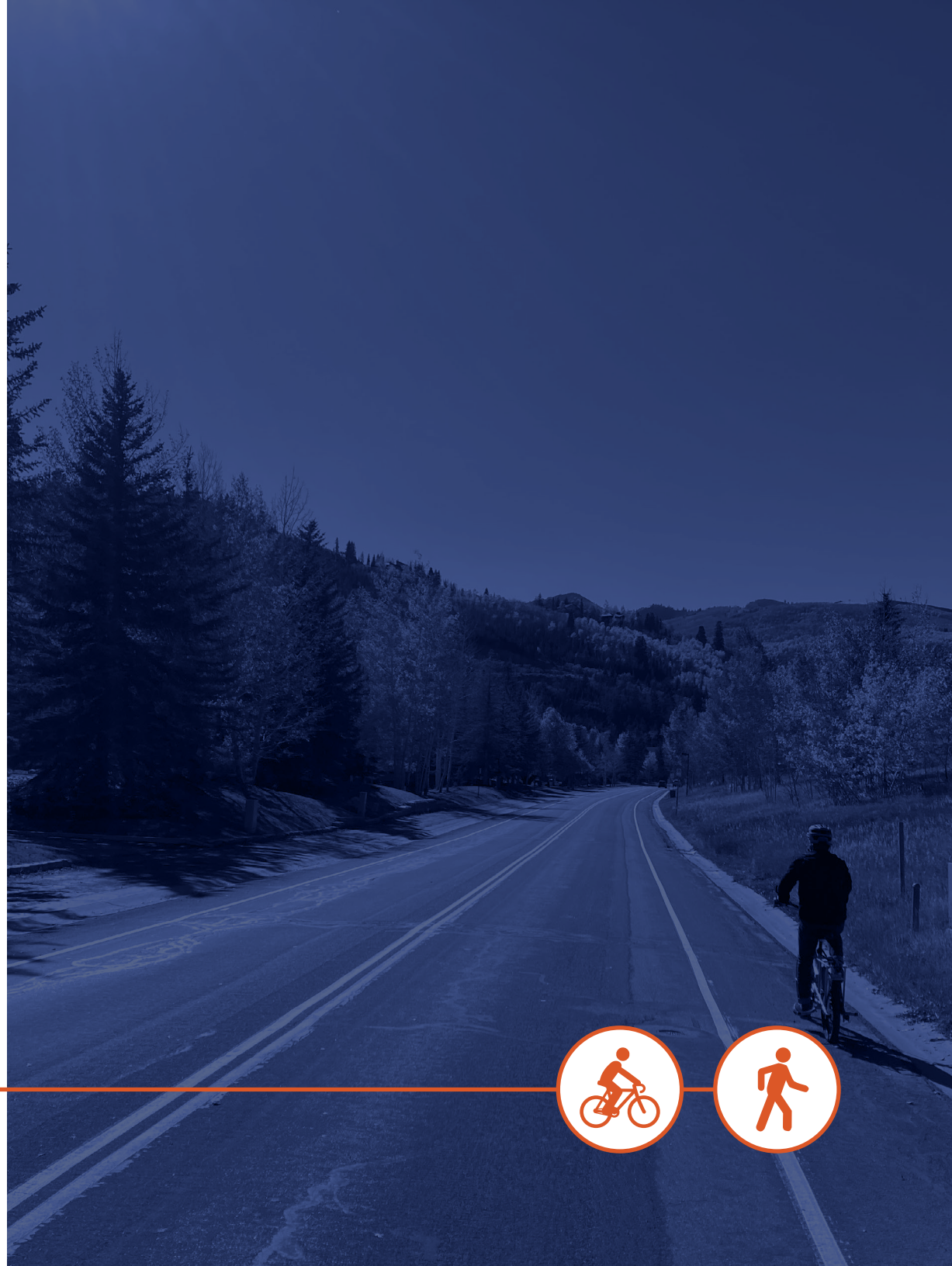
Park City, UT

Bicycle & Pedestrian Plan



Acknowledgments

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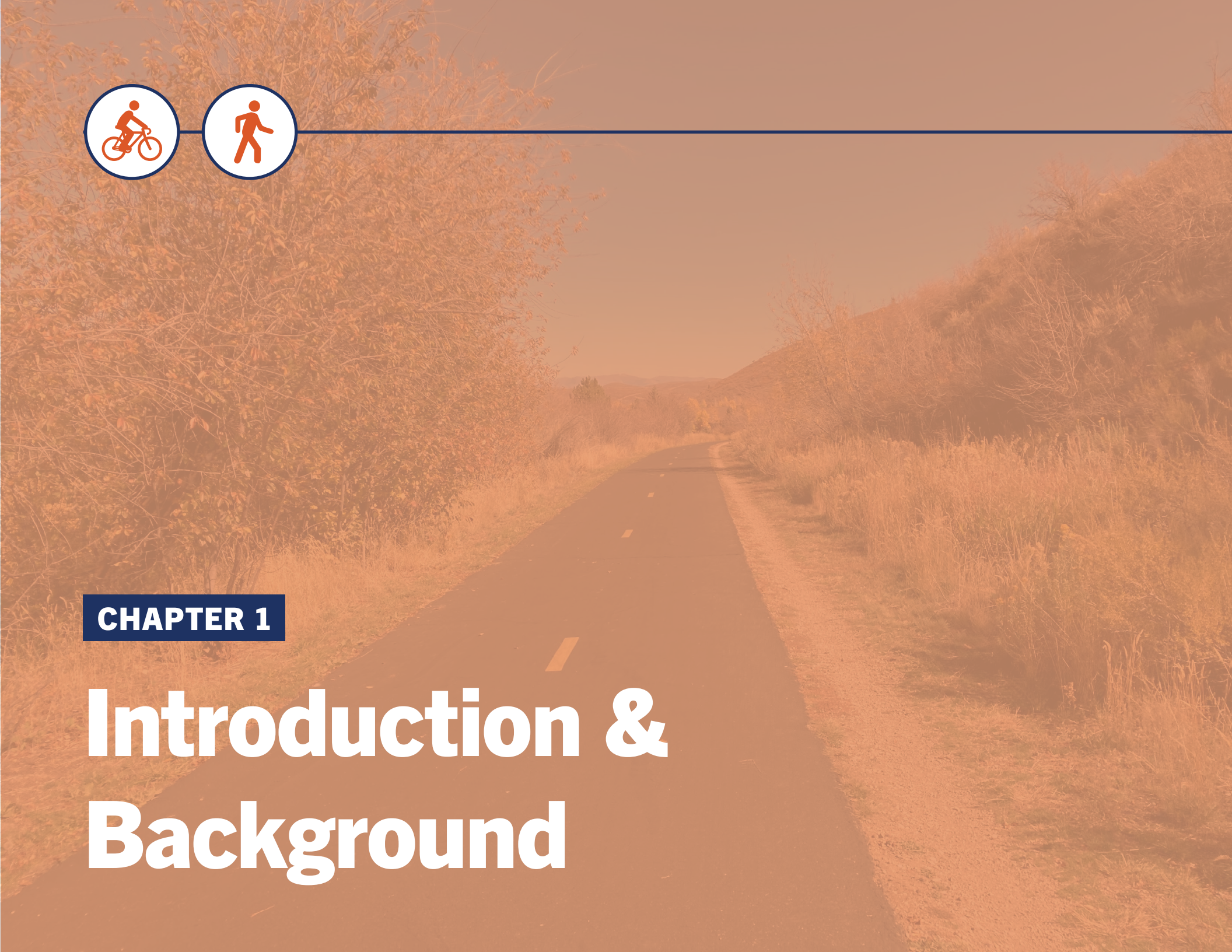


CHAPTER 1

Introduction & Background

Introduction

PURPOSE OF THE STUDY

The purpose of the Park City Bicycle & Pedestrian Plan is to identify future projects and initiatives that will make walking and bicycling in Park City safer and more convenient for both transportation and recreation-related needs. Infrastructure projects recommended in this plan pertain to on-street bikeways and pedestrian facilities as well as paved trails, and does not include recommendations for improved natural surface trail connections. The plan also aims to establish a clear direction for the City to prioritize the near-term investment of time and resources.

GOALS OF THE PLAN

The development of the Bicycle & Pedestrian Plan aligns with Park City's vision and goals for the community as outlined in previously adopted documents such as *Park City Vision 2020* and *Park City Forward*, which establish goals and initiatives related to sustainable transportation, equal opportunity and access, environmental stewardship, and creating a community and transportation system that is safe for everyone. Building on previous visioning efforts, the aim of this plan is to develop a bicycle and pedestrian system that serves people of all ages and abilities, makes useful connections, and improves roadway and trail safety.

1. **Serve bicyclists and pedestrians of all ages and abilities**
2. **Make useful connections to key destinations**
3. **Improve roadway and paved trail safety**

Project Background

ALIGNMENT WITH PREVIOUS STUDIES

This section lists key goals or vision statements from several of Park City's recent plans and details how bike and pedestrian initiatives help move these objectives forward.

SHORT RANGE TRANSIT PLAN - 2023

"Improve Park City connectivity by increasing the use of Park City Transit."

Investing in bicycle and pedestrian infrastructure improves access to destinations and amenities throughout the city, including to transit stops.

PARK CITY RAIL TRAIL MASTER PLAN - 2022

"Facilitate better connections between the rail trail and adjacent communities, recreational facilities, commercial destinations, and cultural and natural resources"

The Bike and Pedestrian plan establishes a 'primary' and a 'secondary' network, designed to improve or add new, safe connections to key destinations and amenities throughout the community. The rail trail will serve as a crucial backbone of this network.

PARK CITY FORWARD - 2022

"Include: Ensure equitable access to opportunity, catalyzed by local and regional mobility choices that are affordable and support healthy living"

Bike and pedestrian connections provide affordable and equitable transportation options without the burden and costs of car ownership. They also promote healthy living by reducing air pollution related to transportation emissions and encouraging residents and visitors to get outside and be more physically active.

ALIGNMENT WITH PREVIOUS STUDIES, CONTINUED

PARK CITY VISION - 2020

"Transportation innovation: envisioning bold, multi-model transportation solutions"

Improving the quality and connectedness of an active transportation network plays an important role in shifting mode choice and giving constituents a more diverse range of transportation options than a car-centric street network.

SUMMIT COUNTY ATP - 2019

"Enhance local connections: improve intercity mobility and through neighborhoods"

This plan will help accomplish this county-wide goal by not only planning for more local connections, but also by outlining a guide to make these connections safe and appropriate for all ages and abilities.

PARKING MANAGEMENT PLAN - 2016

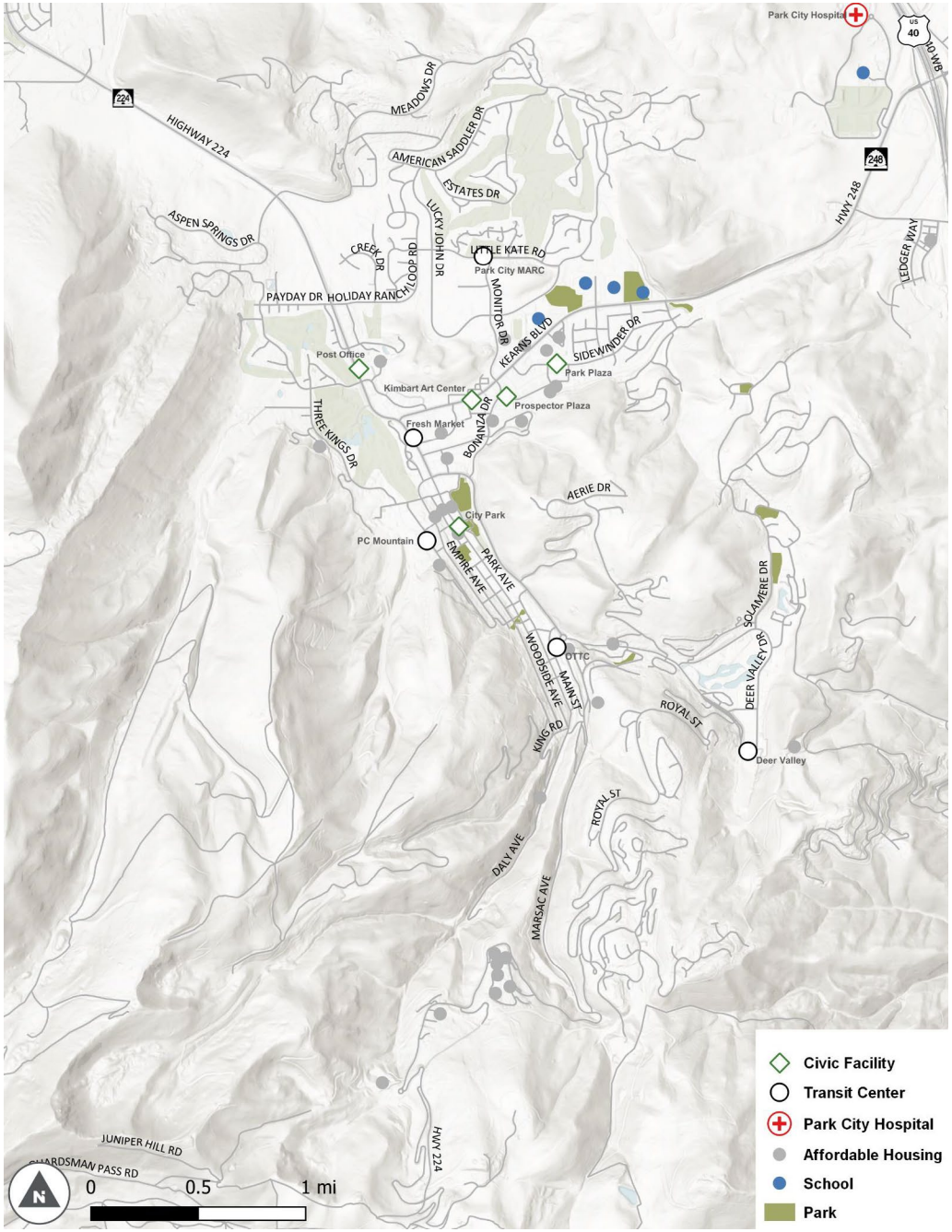
"More effectively manage parking to minimize searching and reduce congestion"

While this plan does not directly address parking management or concerns, it calls for better bike and pedestrian connections to downtown and popular shopping destinations. As more people bike and walk to commercial and civic amenities, it relieves congestion on local roads and the demand for parking.

PHASE I NEEDS ASSESSMENT

In 2021, PCMC initiated the effort to analyze needs and opportunities for bicycle and pedestrian improvements in Park City through the this plan. The first phase of the plan consisted of an analysis of existing bicycle and pedestrian networks, policies, and programs; travel behavior trends and destinations; as well as community attitudes and preferences through public outreach.

The needs assessment and public input summary from Phase I can be found in Appendix A.



Key Destinations in Park City (Source: Phase I of the Park City Bicycle & Pedestrian Plan)

Today's Network

EXISTING TRAILS & BIKEWAYS

Map 1.1 shows Park City's existing network of trails and bikeways. The facility types that currently exist in Park City today include shared streets, paved shoulders, conventional bike lanes, and shared use paths.

Park City is especially well known for its connected network of shared use paths, enjoyed by locals and tourists throughout all seasons of the year. The aim of this plan is to identify additional opportunities for high-comfort on-street facilities, new shared use paths, and improvements to the existing paved trail network.

SHARED STREETS

Motor vehicle traffic and bicyclists share the same space on the road; marked by shared lane markings, or "sharrows"; typically only implemented on streets with low vehicle speeds and volumes

Prospector Avenue

PAVED SHOULDERS

Space allocated outside of the outer travel lane where bicyclists may ride; not typically counted as a designated bikeway because vehicles can use the space for parking

Deer Valley Drive

BIKE LANES

Visually separated lanes that are exclusively designated for bicycle use; marked with bicycle pavement markings and signage.

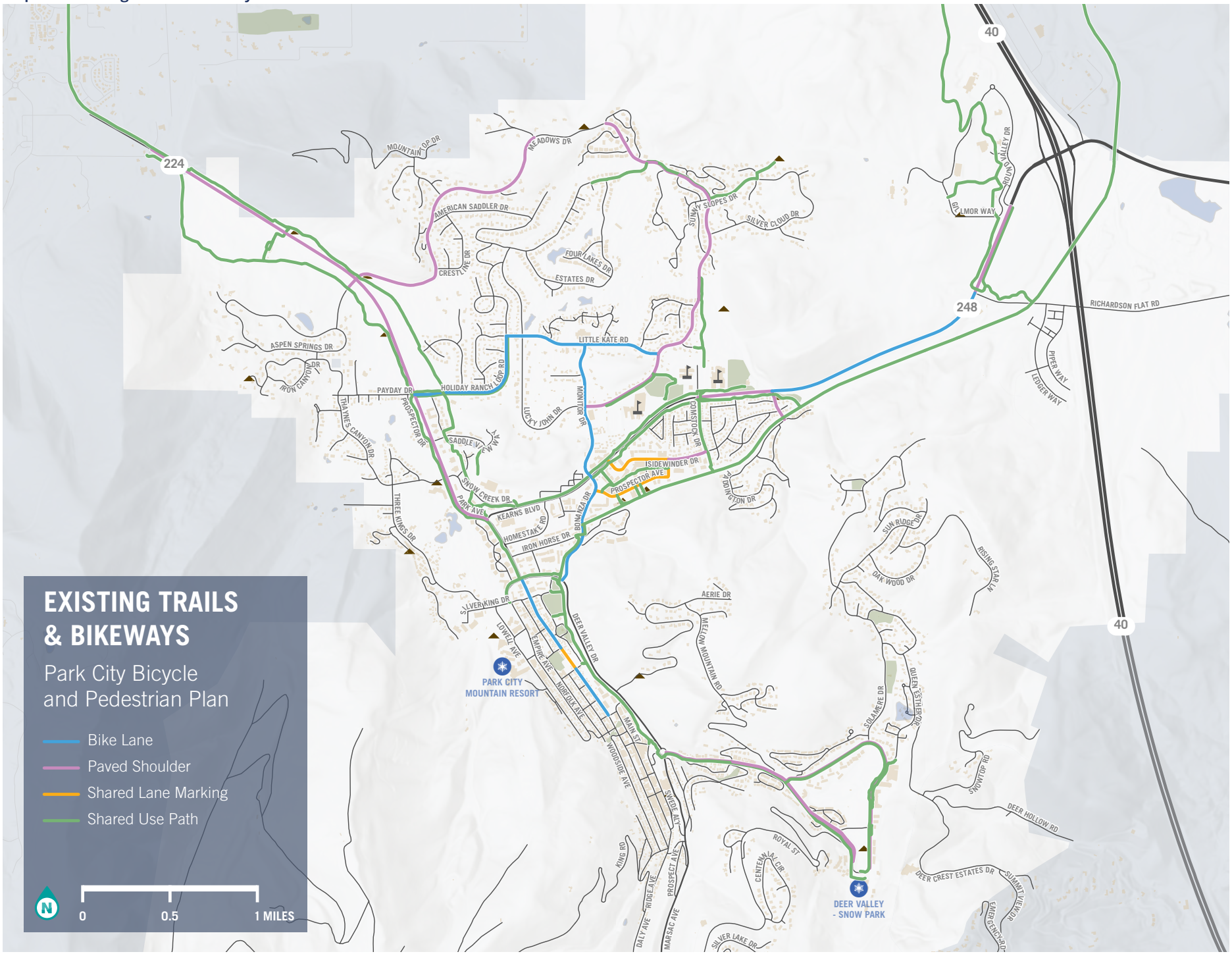
Holiday Ranch Loop Road

SHARED USE PATHS

Also known as multi-use or paved trails; may exist adjacent to roadways or within their own right-of-way; wide enough to accommodate two-way travel; intended for all non-motorized users and e-bikes

Poison/Silver Creek Trail

Map 1.1: Existing Trails & Bikeways



DEFINING HIGH-COMFORT

One of the objectives of this plan is to establish a connected network of high-comfort bikeways and trails that serve people of all ages and abilities. This section outlines guidance for high-comfort networks and presents Park City's bikeway and trail network through a high-comfort lens.

What are High-Comfort Facilities?

High-comfort facilities take many forms depending on context, but are characterized by how well they limit the speed, frequency, and proximity with which bicyclists are passed by motor vehicles. High-comfort bikeways and trails appeal to the majority of people who are interested in walking and bicycling, including children, seniors, people with disabilities, and generally anyone who has a low tolerance for exposure to motor vehicle traffic.

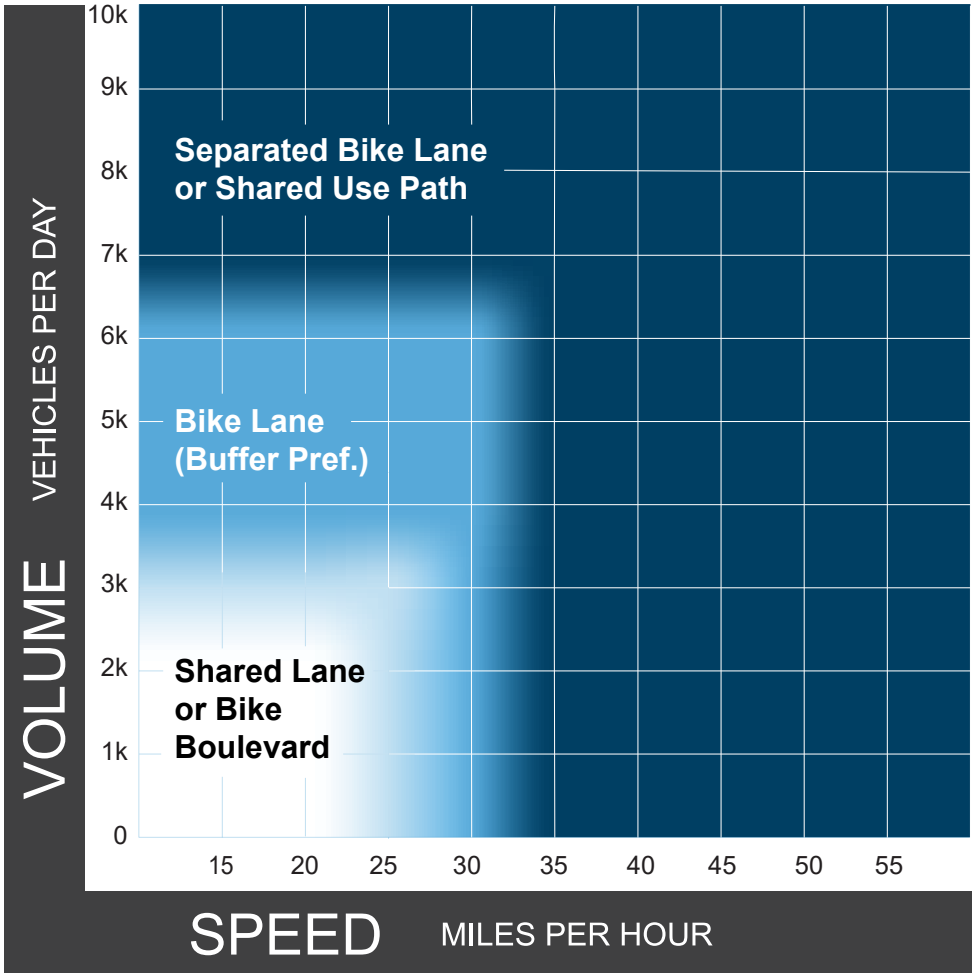
For the purposes of this plan, the designation of a facility as "high-comfort" is based on industry best practices for the design of bikeways and trails, namely:

- Federal Highway Administration's (FHWA) *Bikeway Selection Guide*
- National Association of City Transportation Officials' (NACTO) *Designing for All Ages & Abilities*
- American Association of State Highway and Transportation Officials' (AASHTO) *Guide for the Development of Bicycle Facilities*
- FHWA's *Small Town and Rural Multimodal Networks*

FHWA Bikeway Selection Guide

FHWA's *Bikeway Selection Guide* defines high-comfort facilities based on a roadway's vehicle speed and volume, suggesting that as speeds and volumes increase, greater physical separation is needed to accommodate people of all ages and abilities (see Figure 1.1).

Figure 1.1: Preferred Bikeway Type (Source: FHWA Bikeway Selection Guide)



NACTO Designing for All Ages & Abilities

Similar to FHWA's *Bikeway Selection Guide*, NACTO's *Designing for All Ages & Abilities* guidance provides guidance for selecting high-comfort bikeways based on roadway context (see Figure 1.2).

Figure 1.2: Contextual Guidance for Selecting All Ages & Abilities Bikeways (Source: NACTO *Designing for All & Abilities*)

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

* While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.[18]

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

AASHTO Guide for the Development of Bicycle Facilities

AASHTO's Guide for the Development of Bicycle Facilities covers a wide range of design considerations for both on-street bikeways and shared use paths. It specifies the minimum desired widths and conditions for bicycle lanes, shared use paths, and buffers between sidepaths and adjacent roadways. While guidance varies depending on context, minimum acceptable dimensions include:

- Bike lanes: 5' wide; wider when adjacent to on-street parking or high-use areas
- Shared use paths & sidepaths: 10-14' wide; wider dimensions applicable to areas with high use and/or wider variety of user groups
- Sidepath buffers: 5' wide, measured from face of curb (or edge of paved roadway) and edge of sidepath; wider buffers desired next to higher-speed roadways; vertical barriers desired when desired horizontal buffer width cannot be achieved

FHWA Small Town and Rural Multimodal Networks

FHWA expands on baseline AASHTO guidance for the design of bikeways and trails for small town and rural contexts. More defined guidance for speed and volume thresholds and treatments at intersections and crossings is provided (see Figure 1.3).

Figure 1.3: Sidepath separation at crossings (Source: FHWA *Small Town & Rural Multimodal Networks*)

Adjacent Road Speed Limit (Mi/h)	Recommended Sidepath Separation Distance at Crossings
< 25 mi/h	6.5 ft (2.0 m)
35–45 mi/h	6.5–16.5 ft (2.0–5.0 m)
≥ 55 mi/h	16.5–24 ft (5.0–7.0 m)

HIGH-COMFORT EVALUATION OF PARK CITY'S EXISTING NETWORK

Park City already boasts an extensive paved trail network and quiet neighborhood streets that serve walkers and bicyclists of all ages and abilities. However, many of Park City's trails and bikeways may not be comfortable for a broader range of users, and, based on the standards of high-comfort established previously in this chapter, are considered deficient, creating gaps in the high-comfort network. In particular, some of Park City's most significant trip generators lack high-comfort bicycle and pedestrian access, such as Old Town, Park City and Deer Valley Mountain Resorts, and the Bonanza/Prospector District.

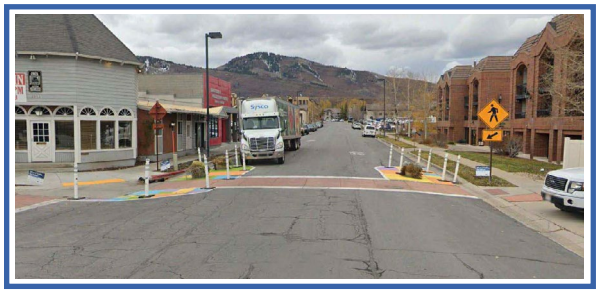
Map 1.2 on the following page shows Park City's existing bikeways and trails, distinguishing those that meet high-comfort standards from those that are considered deficient.

Poison/Silver Creek Trail | High-comfort

Fully separated from roadway right-of-way and meets minimum standards for width

Kearns Blvd Sidepath | Deficient

Less than 10' wide in some areas; no buffer between sidepath and roadway



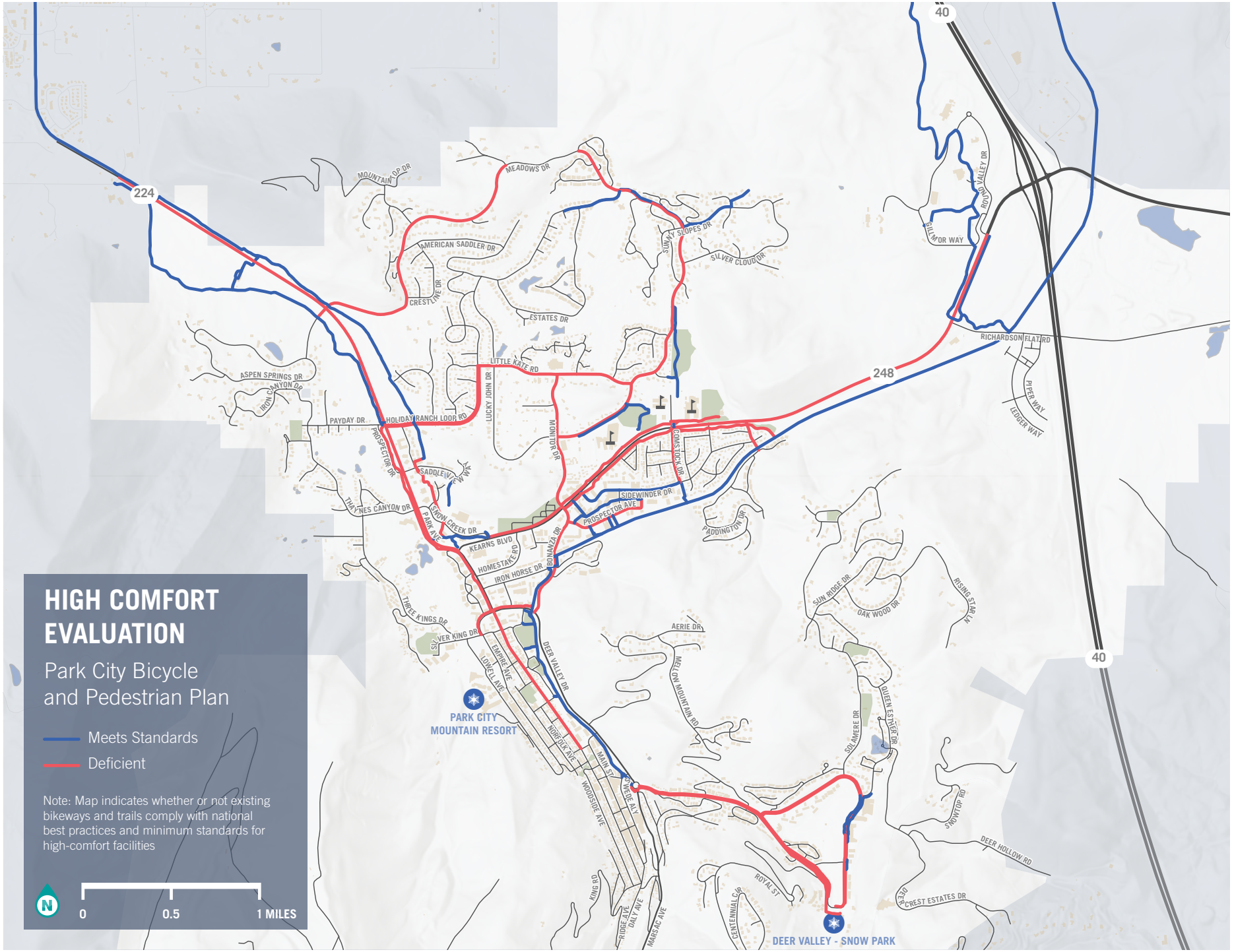
Sidewinder Dr Shared Street | High-comfort

Posted vehicle speed less than 30 mph and volumes less than 1,000 ADT

Park Ave Bike Lane & Shared Street | Deficient

Posted speed is 25 mph, but motor vehicle volumes around 7,000 ADT

Map 1.2: High Comfort Evaluation



CHAPTER 2

Recommendations

Recommended Network

APPROACH

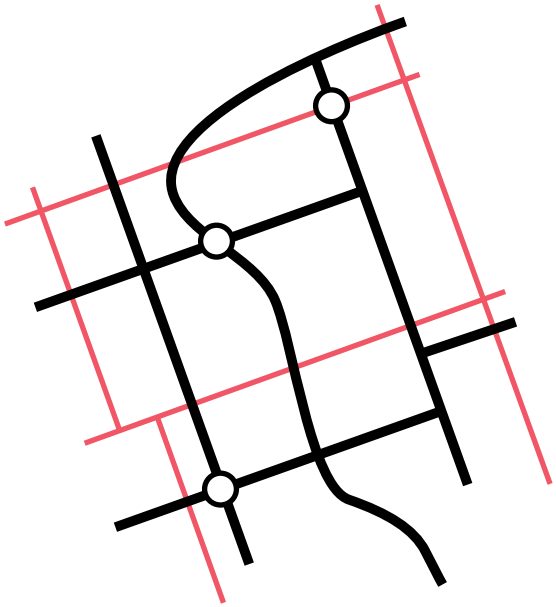
While a connected network of high-comfort facilities is critical in accommodating people of all ages and abilities, it is not feasible or practical to invest in high-comfort facilities on all streets. The approach for the development of the recommended network is to establish a focused high-comfort network within the broader bicycle network that creates the most important connections in Park City, and supplement it with basic bikeway connections to less popular destinations. The recommended network is driven by access to important community destinations and community input.

HIGH-COMFORT VS SUPPLEMENTAL ROUTES

High-comfort routes emphasize facility quality, and aim to adhere to industry best practices referenced in Chapter 1. While physical separation is often required to achieve a high-comfort status, some high-comfort routes may include shared streets or conventional bike lanes on streets that have lower vehicle speeds and volumes. Supplemental routes are intended to augment the high-comfort network by making additional connections. These routes are more focused on simply making a connection, even if the facility quality doesn't serve everyone.

CROSSING IMPROVEMENTS

A network is only as safe and comfortable as its most dangerous or stressful links. For bicyclists and pedestrians, street crossings and intersections often represent weak links in the network, presenting conflicts with motor vehicles. As such, the plan identifies crossing or intersection locations where safety improvements are needed to achieve connectivity in the high-comfort network.



High-Comfort Routes

- Intended to serve all ages and abilities by mitigating exposure to motor vehicle traffic
- Physical separation may not be required depending on roadway context

Supplemental Routes

- Provides additional connections
- May not be feasible or practical to implement high-comfort facilities

Crossing Improvements

- Overcome weak links in the high-comfort experience

ACCESS TO DESTINATIONS

Park City offers opportunities to shop, dine, and play. Active trips begin with connecting people to where they want to go. With input from the steering committee, city staff, and public outreach, the project team identified key destinations to consider in the development of an active transportation network.

Commercial Centers

By ensuring seamless bike and pedestrian access to Park City's Old Town/Main Street district and the Bonanza/Prospector district, the city can continue to stimulate economic activity while promoting sustainable transportation.

Parks

Parks are popular, low cost destinations for all ages. Comfortable infrastructure connecting neighborhoods to parks will provide easy access to green spaces, promoting both physical and mental health.

Community Centers

These destinations include the Park City library, arts and cultural centers, museums, and the Park City Municipal Athletic & Recreation Center (MARC), offering community and civic activities.

Trailheads

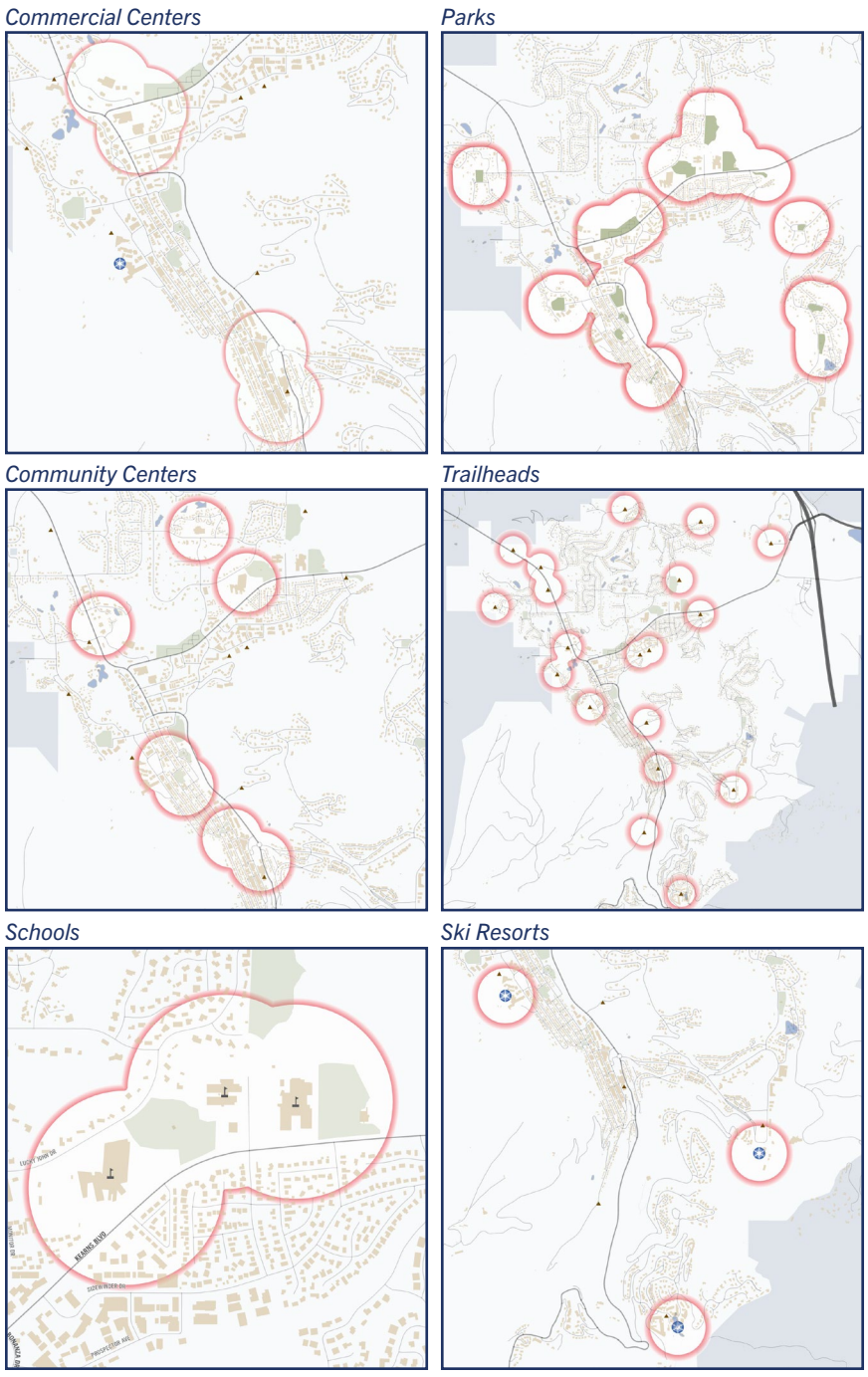
Public engagement for this plan revealed that connections to trailheads are important to residents. Incorporating trail access into bike and pedestrian planning will unlock more opportunities for a thriving, active community.

Schools

Schools are important active transportation destinations because they serve youth under driving age who tend to rely more on walking or biking and provide an opportunity for youth to live active lifestyles.

Ski Resorts

Enabling residents and visitors to access Park City's famous ski resorts via bike or on foot reduces reliance on vehicular transportation, mitigates environmental impact, and promotes a more immersive and sustainable visitor experience.



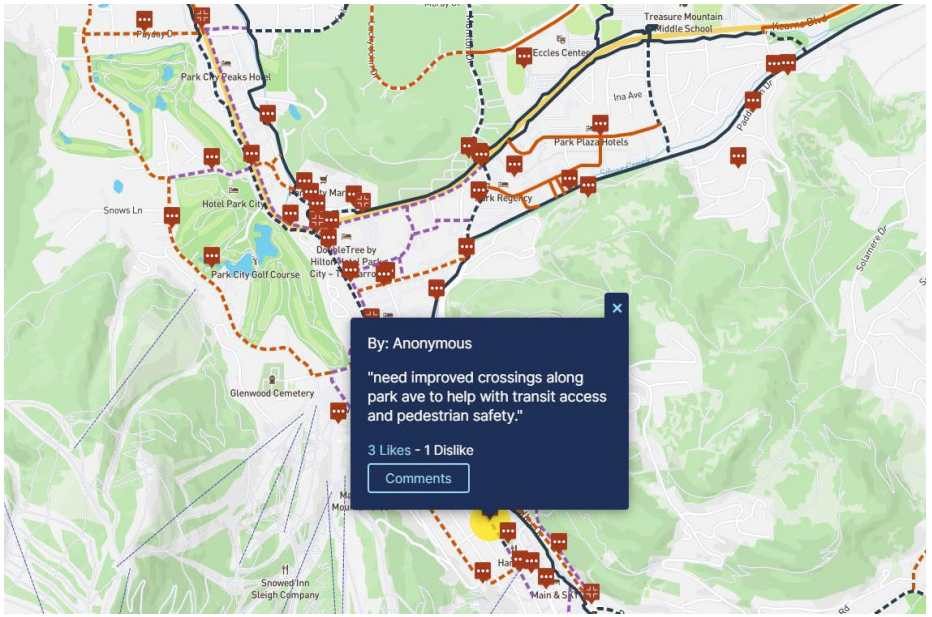
COMMUNITY INPUT

Input and feedback from the local community is crucial to help identify needs and priorities and form recommendations for bike and pedestrian infrastructure. The community outreach process for this plan included multiple avenues for residents to participate: including online and in person.

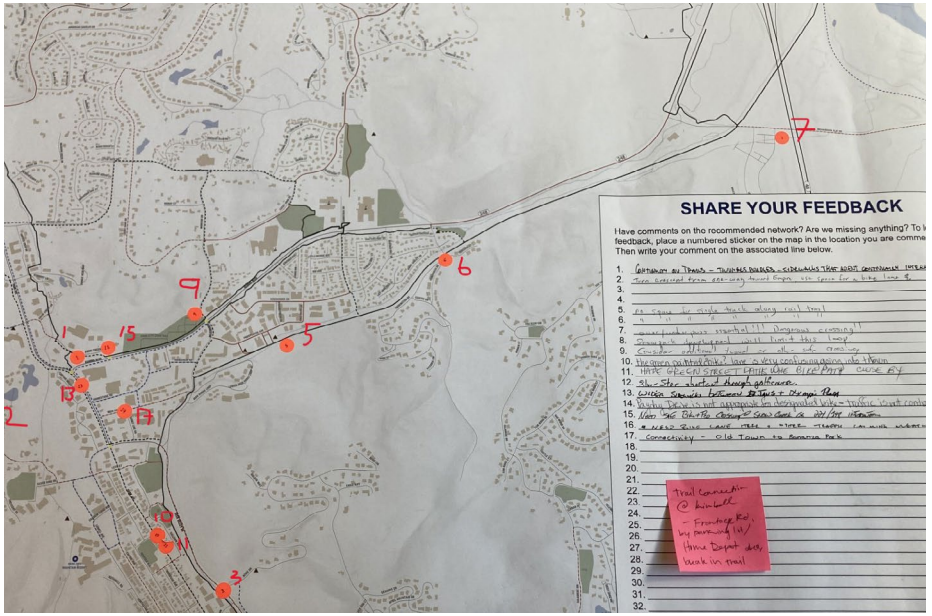
An interactive webmap and survey were accessible through Park City's website from February 5 to March 6, 2024 and gave participants an opportunity to comment on existing and recommended facilities as well as identify key priorities and desired connections for future facilities. The survey received 280 unique responses, while the webmap received 227 comments.

The project team also held an open house on the evening of February 27, 2024. The purpose of this meeting was to give residents an additional opportunity to comment on the recommendations, ask questions, and chat with the project team. The meeting yielded 17 additional written comments on the map and many in-person conversations about plan goals, safety concerns, and facility considerations.

Detailed results from community input can be found in Appendix B.



Screenshot from online interactive map



Public comment map from February 27 open house

Network Map

Based on feedback gathered from the public, city staff, and community stakeholders, Maps 2.1 and 2.2 illustrate planned network and crossing improvement locations. Recommendations are organized into the following categories:

High-Comfort: Existing, to Remain

Existing high-comfort bikeways or trails where no improvement is planned

High-Comfort: Existing, Future Improvement

Existing bikeways or trails that provide a connection today, but are in need of improvement to constitute a high-comfort route; specific treatment to be determined based on future studies and feasibility analyses

High-Comfort: New Connection

Additions to the high-comfort network where bikeway or trail connections do not exist today; specific treatment to be determined based on future studies and feasibility analyses

Supplemental: Existing, to Remain

Existing bikeways where no improvement is planned

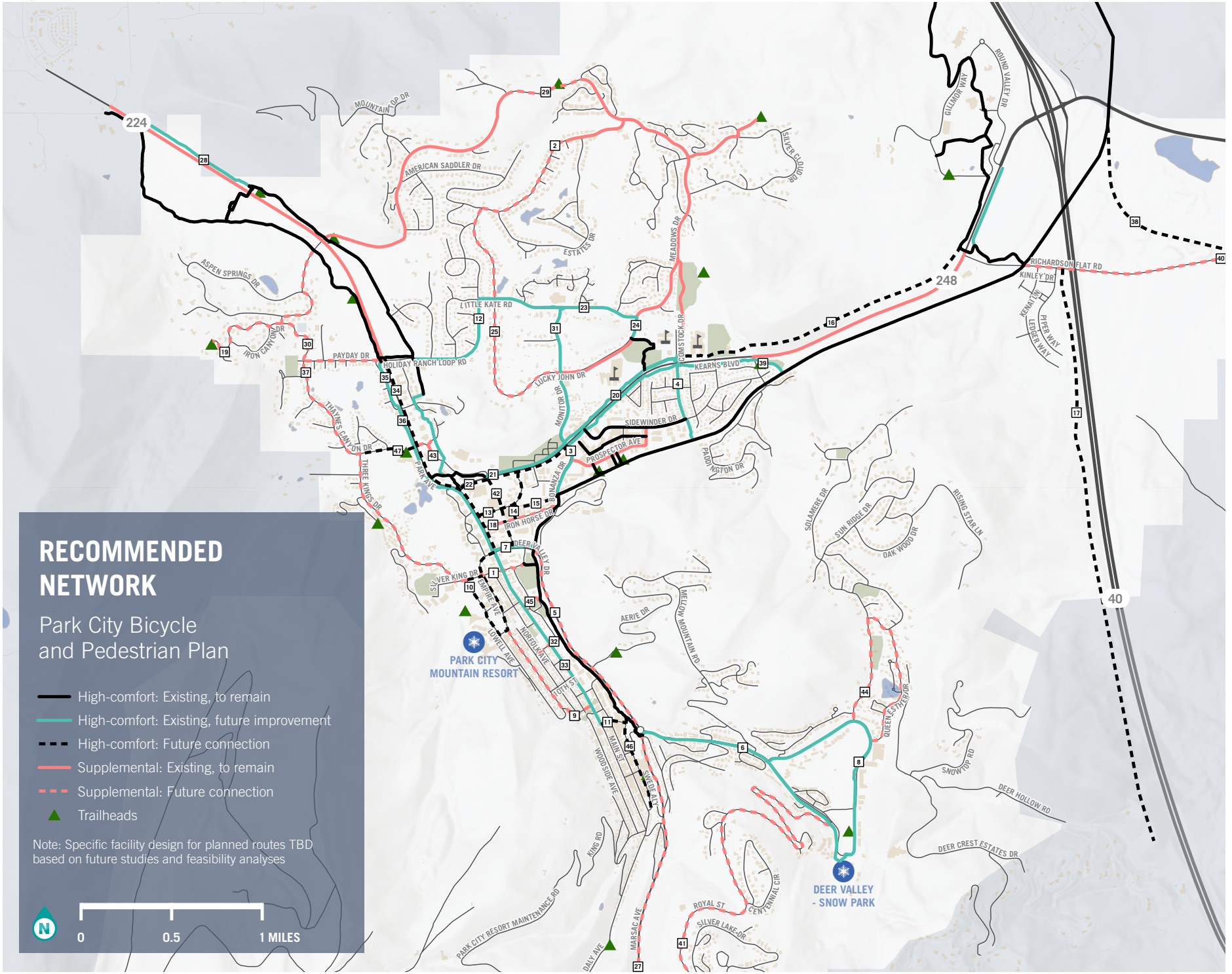
Supplemental: New Connection

Additions to the supplemental network where bikeway connections to not exist today; specific treatment to be determined based on future studies and feasibility analyses

Crossing Improvements

Crossing or intersection enhancements; specific treatment to be determined based on future studies and feasibility analyses

Map 2.1: Recommended Network



Map 2.2: Recommended Crossing Improvements

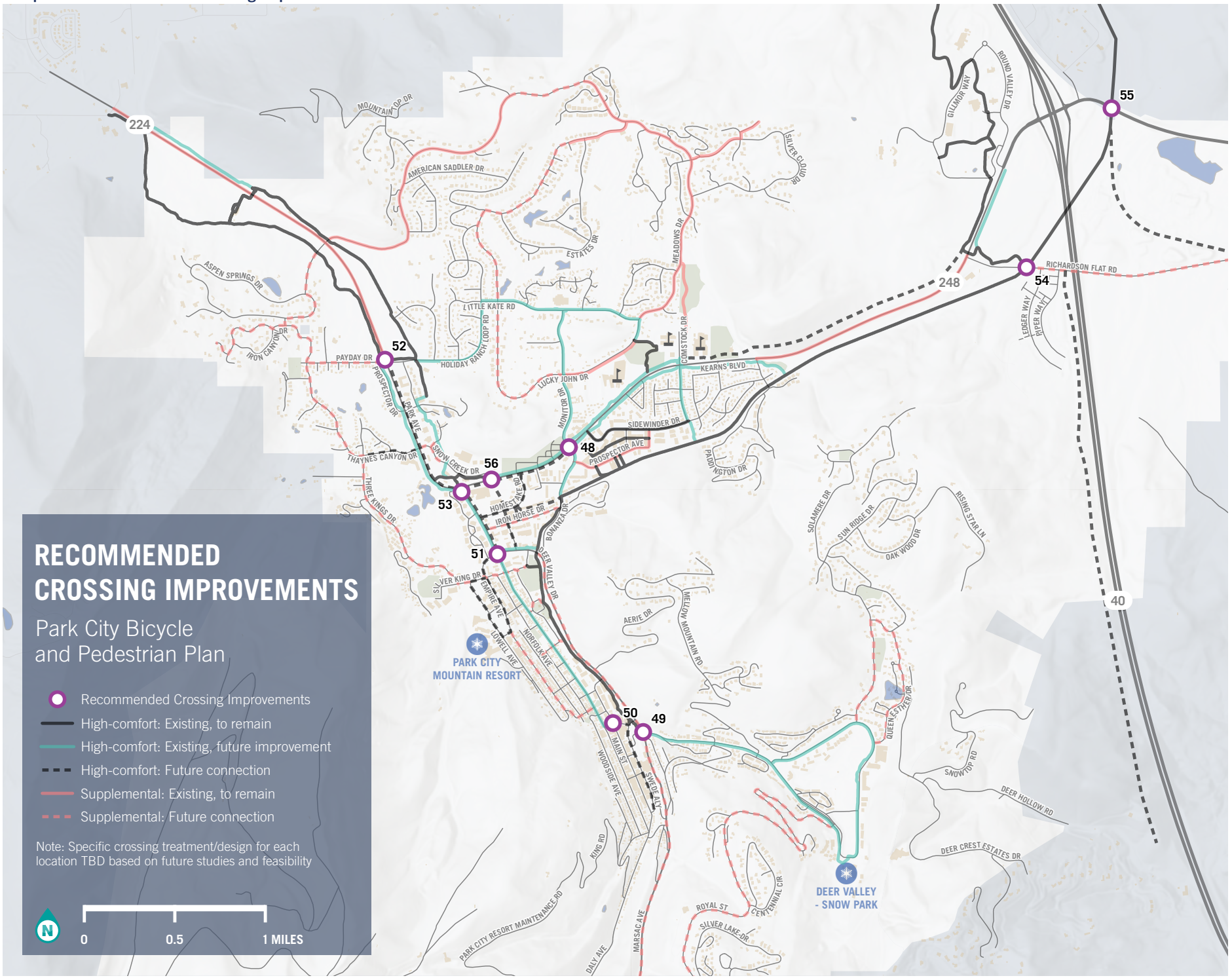


Table 2.1 - Recommended projects

PROJECT ID	NAME	EXTENT FROM	EXTENT TO	NETWORK	STATUS	PROPOSED IMPROVEMENT
1	15th St	Empire Ave	Sullivan Rd	Secondary	Proposed; new connection	TBD; East-west connection between high-comfort segments
2	American Saddler Dr	Lucky John Dr	Pinehurst Ct	Secondary	Proposed; new connection	TBD; Provide connection into neighborhoods north of Little Kate Rd
3	Bonanza Dr	Kearns Blvd	Rail Trail	High-Comfort	Existing; proposed future improvement	TBD; improvements to meet high-comfort standards
4	Comstock Dr	Kearns Blvd	Rail Trail	High-Comfort	Existing; proposed future improvement	TBD; improvements to meet high-comfort standards
5	Deer Valley Dr	Bonanza Dr	Marsac Ave	Secondary	Proposed; new connection	TBD; Provide additional connection to Downtown
6	Deer Valley Dr	Marsac Ave	Deer Valley Loop Rd	High-Comfort	Existing; proposed future improvement	10' effective width trail; incorporate buffer
7	Deer Valley Dr	Park Ave	Bonanza Drive	High-Comfort	Existing; proposed future improvement	North side; widen trail to 10' minimum and incorporate buffer
8	Deer Valley Loop	Deer Valley Loop Rd	Deer Valley Dr N	High-Comfort	Existing; proposed future improvement	10' trail with 5' buffer; low priority
9	Empire Ave/8th	Manor Way	Park Ave	Secondary	Proposed; new connection	TBD; Provide connection between high-comfort facilities
10	Empire Ave/Lowell Ave Loop	Park Ave	Manor Way	High-Comfort	Proposed; new connection	TBD; Connection to Ski Resort
11	Heber Ave	Park Ave	Swede Aly	High-Comfort	Proposed; new connection	TBD; future high-comfort connection
12	Holiday Ranch Loop Rd	McLeod Creek	Little Kate Road	High-Comfort	Existing; proposed future improvement	TBD; widen trail to 10'; maintain buffer between trail and curb
13	Homestake Rd	Park Ave	Kearns Blvd	High-Comfort	Proposed; new connection	TBD; Future connection from Park to Munchkin and Kearns
14	Homestake to Iron Horse Connector	Homestake Rd	Iron Horse Dr	High-Comfort	Proposed; new connection	TBD; Future connection from Homestake to Iron Horse Dr
15	Homestake/Bonanza Connector	Homestake Rd	Bonanza Dr	High-Comfort	Proposed; new connection	TBD; future high-comfort connection
16	HWY 248 North	Comstock Dr	Richardson Flat Rd	High-Comfort	Proposed; new connection	TBD: High comfort connection parallel to 248 between Comstock and Richardson Flat Rd
17	HWY 40 West	Richardson Flat Rd	TBD	High-Comfort	Proposed; new connection	TBD pending further study; trail with wide separation from highway
18	Iron Horse Dr	Park Ave	Bonanza Dr	Secondary	Proposed; new connection	TBD; Provide connection between high-comfort segments

Table 2.1 - Recommended projects, continued

PROJECT ID	NAME	EXTENT FROM	EXTENT TO	NETWORK	STATUS	PROPOSED IMPROVEMENT
19	Iron Mountain Dr	Iron Mountain Trailhead	Delta Dr	Secondary	Proposed; new connection	TBD; Supplementary connection
20	Kearns Blvd (both sides)	Monitor Dr	Wyatt Earp Way	High-Comfort	Existing; proposed future improvement	Widen to 10'; upgrade ped ramps to be ADA compliant; re-pave
21	Kearns Blvd North	Snow Creek Dr	Monitor Dr	High-Comfort	Existing; proposed future improvement	Provide buffer or vertical separation between trail and curb; maintain effective trail width 10' minimum
22	Kearns Blvd South	Park Ave	Bonanza Dr	High-Comfort	Proposed; new connection	TBD; Connection on the south side of Kearns
23	Little Kate Road	Holiday Ranch Loop Rd	Lucky John Dr	High-Comfort	Existing; proposed future improvement	TBD; physical separation or traffic calming
24	Lucky John Dr	Little Kate Road	McPolin Elementary School	High-Comfort	Existing; proposed future improvement	TBD; improvements to meet high-comfort standards
25	Lucky John Dr	American Saddler Dr	Monitor Dr	Secondary	Proposed; new connection	TBD; Provide connection into neighborhoods north of Kearns
26	Marsac Ave	HWY 224	Guardsman Connection Rd	Secondary	Proposed; new connection	TBD; Supplementary connection
27	Marsac Ave	Poison Creek Trail	Wheaton Way	Secondary	Proposed; new connection	TBD; Supplementary connection
28	McLeod Creek	Holiday Ranch Loop Rd	Snow Creek Dr	High-Comfort	Existing; proposed future improvement	Upgrade ped ramps to be ADA compliant; improve sight lines/blind corners; re-pave
29	Meadows Dr	Normans Way	Eagle Cove Dr	Secondary	Proposed; new connection	TBD; Connect existing bike facilities
30	Meadows Dr/Aspen Springs/Iron Canyon	Farm Trail	Payday Dr	Secondary	Proposed; new connection	TBD; Provide connection from Payday Dr to Farm Trail
31	Monitor Dr	Little Kate Road	Kearns Blvd	High-Comfort	Existing; proposed future improvement	TBD; improvements to meet high-comfort standards
32	Nelson St	Norfolk Ave	Poison Creek Trail	Secondary	Proposed; new connection	TBD; Provide connection from Poison Creek to PC Library
33	Park Ave Downtown	Kearns Blvd	Heber Ave	High-Comfort	Existing; proposed future improvement	TBD; improvements to meet high-comfort standards
34	Park Ave East	Payday Dr	Deer Valley Dr	High-Comfort	Proposed; new connection	TBD; Connection on the east side of Park Ave
35	Park Ave West	Payday Dr	Prospector Dr	High-Comfort	Existing; proposed future improvement	TBD; re-pave
36	Park Ave West	Prospector Dr	Empire Ave	High-Comfort	Existing; proposed future improvement	TBD; widen trail to 10' minimum, 5' minimum buffer
37	Payday/Three Kings	Park Ave	Silver King Dr	Secondary	Proposed; new connection	TBD; Provide alternate connection from Payday Dr to Lowell Ave

Table 2.1 - Recommended projects, continued

PROJECT ID	NAME	EXTENT FROM	EXTENT TO	NETWORK	STATUS	PROPOSED IMPROVEMENT
38	Phoston Spur	Rail Trail	Richardson Flat Rd	High-Comfort	Proposed; new connection	TBD pending future study; 10' min. trail
39	Prospector Park	Kearns Blvd	Rail Trail	High-Comfort	Existing; proposed future improvement	Widen to 10'; low priority
40	Richardson Flat Rd	Rail Trail	E of City Boundary	Secondary	Proposed; new connection	TBD; Supplementary connection east of HWY 40
41	Royal St	Deer Valley Dr	Marsac Ave	Secondary	Proposed; new connection	TBD; Supplementary connection
42	Short Line Rd	Kearns Blvd	Deer Valley Dr	High-Comfort	Proposed; new connection	TBD; future high-comfort connection
43	Snow Creek Lane/ Drive	Park Ave	McLeod Creek	Secondary	Proposed; new connection	TBD; Supplementary connection
44	Solamere/Queen Esther Loop	Deer Valley Dr N	Deer Valley Dr N	Secondary	Proposed; new connection	TBD; Supplementary connection
45	Sullivan Rd	Park Ave	Poison Creek Trail	Secondary	Proposed; new connection	TBD; Connection between Poison Creek and Park Ave
46	Swede Aly	Poison Creek Trail	Main St	High-Comfort	Proposed; new connection	TBD; Connection to Downtown
47	Thaynes Canyon Dr	Three Kings Dr	Park Ave	High-Comfort	Proposed; new connection	TBD; Connection to residences and parks west of Park Ave
48	Bonanza Dr/Monitor Dr/Kearns Blvd	N/A	N/A	High-Comfort	Existing; proposed future improvement	Intersection improvements to connect high-comfort network segments (included in SS4A)
49	Deer Valley Roundabout	N/A	N/A	High-Comfort	Existing; proposed future improvement	Measures to improve transition between Deer Valley Drive and Poison Creek Trail (included in SS4A)
50	Main St / Heber Ave	N/A	N/A	High-Comfort	Existing; proposed future improvement	Improve accessibility and prioritize pedestrians
51	Park Ave/Empire Ave/ Deer Valley Drive	N/A	N/A	High-Comfort	Existing; proposed future improvement	Intersection improvements to address high speed and high traffic volume intersection (included in SS4A)
52	Park Ave/Holiday Ranch Loop Dr	N/A	N/A	High-Comfort	Existing; proposed future improvement	Intersection improvements on Park Ave to connect high-comfort network segments
53	Park Ave/Kearns Blvd	N/A	N/A	High-Comfort	Existing; proposed future improvement	Intersection improvements to address high speed and high traffic volume intersection (included in SS4A)
54	Rail Trail at Richardson Flat Rd	N/A	N/A	High-Comfort	Existing; proposed future improvement	Improve crossing visibility
55	Rail Trail/HWY 248	N/A	N/A	High-Comfort	Existing; proposed future improvement	Explore crossing enhancements to improve trail user safety
56	Snow Creek Dr/ Kearns Blvd	N/A	N/A	High-Comfort	Proposed; new connection	Grade-separated crossing (included in SS4A)

Policy & Program Recommendations

Creating a walkable and bikeable community takes more than making physical connections alone. Policies, programs, and internal City practices can all contribute to the establishment of a safe, convenient, and well-connected active transportation system. By complementing infrastructure investments with supportive policies and programs, walking and bicycling can become a more viable transportation and recreation option for locals and visitors. Table 2.2 outlines policy and program initiatives the City will pursue. Each recommendation requires further study and definition; the specifics and adoption of any of these initiatives are yet to be determined.

Table 2.2 - Policy & Program Initiatives

CATEGORY	RECOMMENDATION	DESCRIPTION
Bike Parking	Update bike parking code to align with APBP	Park City is currently working on a bike parking plan and is in the process of revising bike parking code. The city should follow guidance set forth by the Association of Pedestrian and Bicycle Professionals in "Bicycle Parking Guide, 2nd Edition" with regards to parking rates, short-term vs. long-term parking needs, bike rack selection, and bike rack placement. Bike parking regulations should also be part of Park City's development review process in order to ensure new developments are planned with appropriate type and quantity of bike storage facilities as well as proper location and installation requirements to meet the increasing needs and demands of cyclists.
	Conduct bicycle parking inventory and develop placement plan	Outside of the private development process, the City should develop a plan for bicycle parking in the public realm. The plan should inventory and evaluate existing bicycle parking and develop a placement plan for existing and future bicycle parking location.
	Re-initiate the Request-a-Rack Program by establishing roles for overseeing and operating the program.	Summit County's Request a Rack program provides bike racks to businesses upon request. Park City works with the County and businesses to install racks within city limits. Park City staff should renew emphasis on outreach and engagement, establish roles for overseeing and operating the program within the city, and establish channels for communication and methods for getting the word out.
Bicycle & Pedestrian Design Guidance	Adopt design standards for bicycle and pedestrian facilities	Adopted design standards for various bicycle and pedestrian facilities will help the City maintain quality and consistency as the network is built out, regardless of whether the project is completed through private development or as a capital improvement project.
	Adopt standards for identifying crossing locations and selecting appropriate crossing treatment based on roadway context	Using national guidance from the Federal Highway Administration (FHWA) and other agencies, the City should include both planning and design guidance in their standard drawings for bicycle and pedestrian crossing treatments at uncontrolled crossing locations.
	Establish guidance and adopt standards for intersection design and signal phasing	Intersections present several conflicts for bicyclists and pedestrians and often serve as the weak link of an otherwise comfortable route. The City should develop and adopt standards for intersection design that achieves a high level of comfort and safety for bicyclists and pedestrians, which may include new practices for signal phasing, such as implementing Leading Pedestrian Intervals (LPI) at select intersections.

Table 2.2 - Policy & Program Initiatives, *continued*

CATEGORY	RECOMMENDATION	DESCRIPTION
Education	Continue and expand Bike to School and Bike Back to School Programs	Since 2016, Park City has been facilitating Bike to School and Bike Back to School Programs. The City should continue to support this program and consider organizing more regular meetups throughout the school year. Park City can look to BikeBusPDX as precedent to learn from. This program in Portland, Oregon organizes groups of kids to ride bikes to school on a weekly basis to encourage kids to embrace cycling as a fun and social activity and build their cycling confidence and safety habits. More information can be found at bikebuspdx.org.
	Start an in-school bicycle and pedestrian education component, using Bike Utah's BEST program as a resource	Youth bike safety education is essential to creating a bicycle friendly community. Park City should work with local educators to facilitate such initiatives. The city should also explore a partnership with Bike Utah. Bike Utah's Bike Education and Safety Training (BEST) program offers in-school programs for elementary through high school students, including Safe Routes to School planning assistance, bike safety programming, fix it clinics, and help starting a bike bus. More information can be found at bikeutah.org/youth.
	Continue and expand the Trails and Open Space Ranger Program to help locals and visitors comply with local safety policies, especially regarding e-bikes	The Trails and Open Space Ranger Program employs seasonal rangers in the summer and winter to assist in managing trailheads as well as help enforce trail safety and etiquette. As Park City should consider increasing investment in the ranger program to foster increased outreach and helping users understand and comply with new safety policies.
Encouragement/ Promotion	Work with local businesses to apply with the League of American Bicyclists as a Bicycle Friendly Business (BFB)	Park City can help businesses apply to be a Bicycle Friendly Business (BFB) through the League of American Bicyclists by helping businesses understand the criteria for becoming a BFB and assisting with the application process.
	Encourage local businesses to join Bicycle Benefits as a business member.	Park City should also encourage local businesses to incentivize biking among patrons. The City can partner with Bicycle Benefits and reach out to businesses to encourage participation. This is a program in which individual businesses recognize people arriving to their business by bike with discounts or other benefits. For more information, see https://bicyclebenefits.org/howworks
	Continue and further promote the Ride On Park City program	Ride on Park City started in 2021 and is an online platform encouraging carpooling, transit, walking, and bicycling. Residents can compete in challenges and win prizes for logging sustainable trips. Local resorts have been strong partners through this program.
Data & Analysis	Develop a process for regularly collecting and analyzing bicycle and pedestrian user count data along trails and other walking/biking corridors	Data tracking and analysis can help City staff understand the impacts and measure success of projects. Data analysis is an important step to help Park City become a platinum level BFC. Park City should consider investing in third party data to help with these efforts, such as Strava and Ride Report. The City should utilize these resources to conduct analysis on local bike and pedestrian networks, such as first/last mile transit connectivity, equity analysis, and origin/ destination driven routing. The FHWA's documentation and resources on these topics can be found at https://bit.ly/FHWA_connectivity and https://bit.ly/FHWA_bikepedPMs.
	Establish a clear process for bicycle and pedestrian infrastructure GIS data collection and management	Park City's GIS database for bicycle and pedestrian infrastructure could benefit from more robust attributes and regular updates by staff as projects are implemented. Data attributes such as bike lane or sidewalk widths, roadway speeds, roadway volumes, buffer presence, buffer width, buffer type, construction year, etc. will benefit future planning and analysis efforts.

Table 2.2 - Policy & Program Initiatives, *continued*

CATEGORY	RECOMMENDATION	DESCRIPTION
Community Collaboration	Continue and expand the Neighborhoods First Streets Program (NSFP); Improve process for promoting applications and evaluating pilot projects	The Neighborhoods First Streets Program (NSFP) is designed as an community-led participatory process focused on creating more livable and people-first streets. Park City residents can submit requests for traffic calming measures or other local street safety concerns, which are then reviewed by the Neighborhoods First Streets Committee. The committee is a team of multi-disciplinary experts who respond to requests by evaluating and implementing traffic calming solutions, measuring impacts, and educating residents and businesses about available traffic safety measures and best practices.
	Create a Bicycle & Pedestrian Advisory Committee (BPAC)	A BPAC is a group of citizens appointed by the Mayor to serve as a liason between residents and the City Council as well as a technical advisory group that can inform City Council on issues related to active transportation. BPACs typically serve as a advising body when developing new policies, plans, and infrastructure projects.
Bike Share	Summit Bike Share is primarily operated by County staff, but the City should continue to support the program by looking for public-private partnerships and encouraging equitable pricing models and distribution of stations	The Summit County and Park City launched Summit Bike Share in 2017 with a network of 20 stations and 190 bikes, all with electric-assist. The shared bikes are available to rent 24/7 and riders can use an app to sign up for a monthly pass or pay per ride. Although this program is primarily run by county staff, Park City should continue to support the program by looking for public-private partnerships and encouraging equitable pricing models and distribution of stations.
Private Development	Adopt a Complete Streets Policy	Park City should consider adopting a complete streets ordinance to ensure that new roads and repavement projects accommodate the needs of all road users, including pedestrians and cyclists.
	Adopt policies and development standards that promote trail-oriented development, including trail-facing development and standards for trail access	Park City should encourage development oriented towards off-street; this not only boosts economic development by attracting more visitors, increasing exposure of local businesses, and enhancing property values, but it also contributes to the safety and security of trails by activating the corridor with more users and more eyes on the trail. The City should also establish standards for providing frequent pathway access to trails from new developments.
Maintenance & Operations	Develop a strategy for maintaining a "winter network" of trails and bikeways that are accessible for bicycle and pedestrian trips during winter months	Park City currently grooms some of its paved trails for Nordic skiing during the winter months, making them less accessible for pedestrians and bicyclists who rely on them for transportation. The City should develop a strategy for identifying the “winter network” and which trails are critical for year round access and snow removal.
	Establish a strategy for balancing budgets for bicycle and pedestrian capital projects with maintenance needs of an expanding network.	As the trail, bikeway, and sidewalk network expands in Park City, so does the need for maintenance efforts. The City should develop a strategy for striking a balance between money spent on capital projects and money allocated to maintenance.

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CHAPTER 3

Implementation Strategies

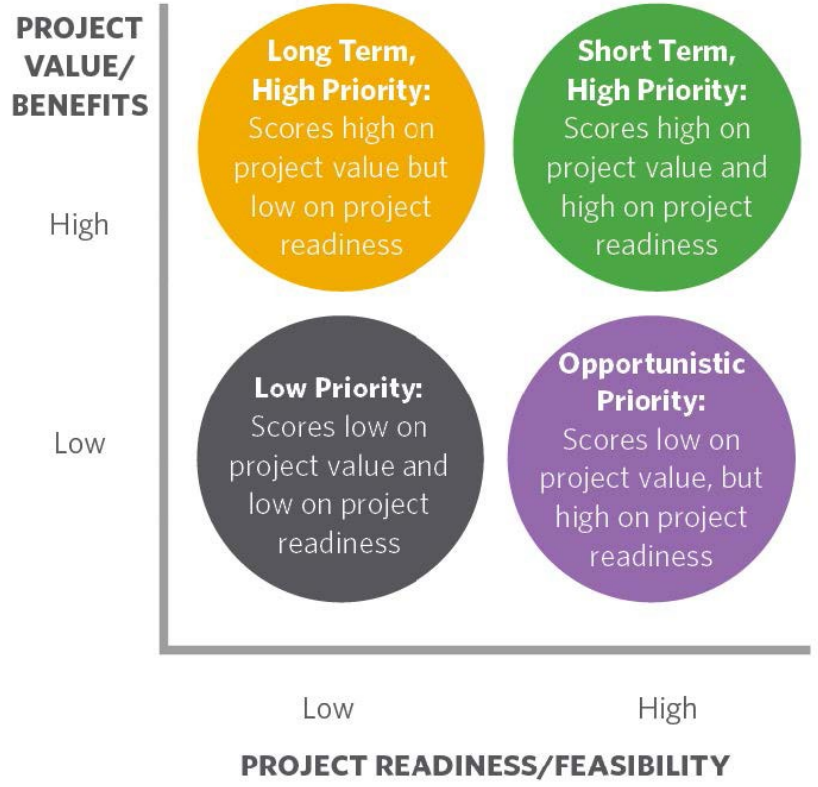
Project Prioritization

This chapter details the City's approach for prioritizing projects recommended in the plan, and outlines potential funding strategies.

Prioritization Approach

The project prioritization approach includes two evaluations of each project based on 1) project value, or benefit, and 2) project readiness, or feasibility. "High" and "low" scores are assigned for both evaluations, resulting in a project landing in one of four priority categories, as shown in **Figure 5.1**. The following pages go into more detail regarding how project value and readiness were evaluated. This approach is intended to guide the City in understanding which projects to focus on first; however, the City should be flexible in its approach. Priorities may change based on further studies or as potential synergies arise with new development, road reconstruction, or other opportunities for cost savings.

Figure 5.1: Project Priority Categories



Project Value

Project value, or benefit, is determined by how well a project achieves the goals of the plan. Table 3.1 outlines the criteria used to evaluate each project proposed in the plan. Each project was assigned a score of 0 (does not meet criterion), 1 (somewhat meets criterion), or 2 (meets criterion) for each criterion. The multiplier assigned to each criterion acknowledges that while all criteria are important, some may be more significant than others. For instance, residents and city staff placed higher importance on connecting to downtown than connecting to resorts. Map 3.1 displays the cumulative project value results. See Appendix A for a full list of project prioritization results.

Project Readiness

Project readiness, or feasibility, is evaluated based on the complexity of the project related to design, funding availability, partner agency collaboration, and constructability. A planning level assessment was made for each project in the recommended network, designating each project with a "high" or "low" readiness score. Projects that include minimal adjustment to the roadway (pavement striping and signage only) or align with other near-term capital projects received a high project readiness score. Projects that require roadway rebalancing, traffic calming, right-of-way acquisition, or other obstacles that would lead to a longer timeline received a low project readiness score. Project readiness results are illustrated on Map 3.2.

Table 3.1 Project Value Criteria

CRITERION	DESCRIPTION	MULTIPLIER
Makes a new connection in the Primary Network	Projects that propose a new 'high-comfort' route	4
Improves an existing connection in the Primary Network	Projects that improve an existing trail or pathway to make it a 'high-comfort' connection	2
Connects to Old Town / Main Street District	Projects that improve bike and pedestrian access to Old Town	3
Connects to trailheads	Projects that improve bike and pedestrian access to trailheads	2
Makes or improves a connection to schools	Projects that improve bike and pedestrian access to schools	2
Connects to resorts	Projects that improve bike and pedestrian access to schools	1.5
Connects to Bonanza / Prospector District	Projects that improve bike and pedestrian access to Prospector District	2
Makes a new secondary route	Projects that propose a new secondary, or on-street connection	2
Public Input	Projects that survey respondents marked as a priority	1

Overall Project Prioritization

Combining project value and project readiness evaluation scores resulted in a prioritized project list. **Maps 3.3-3.6** illustrate projects in the four priority categories:

Short term, high priority

These projects score high on project value and high on project readiness. These should be first on the list to implement, and are ready for design or implementation based on available funding.

Long term, high priority

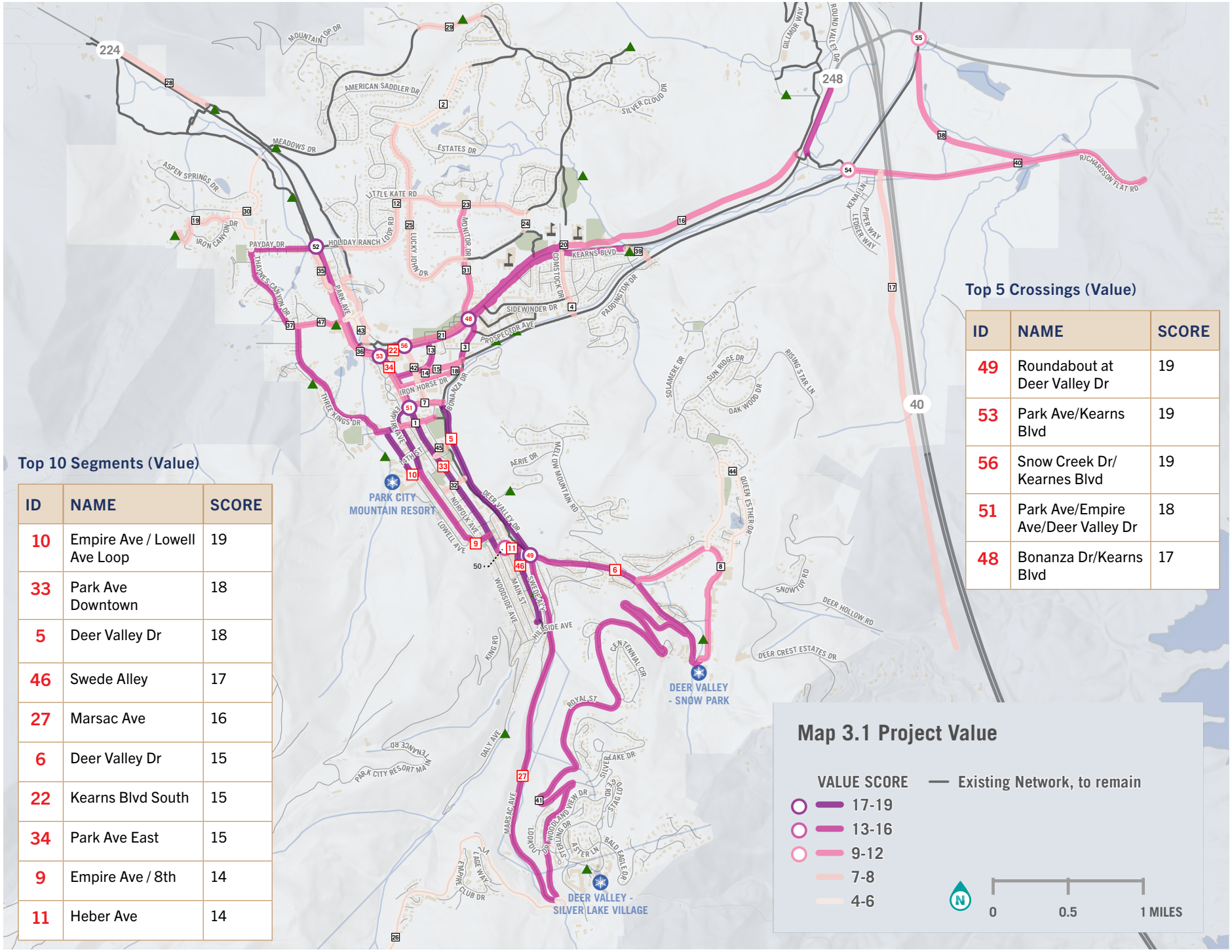
These are projects that score high on project value but low on project readiness. These should be prioritized for further study to determine feasibility, constraints, and cost. They likely require external funding sources and/or buy-in from partner agencies.

Opportunistic priority

These are projects that score low on project value, but high on project readiness. These may be implemented in the near term if an opportunity arises, such as redevelopment or pavement preservation projects.

Low priority

These projects score low on project value and low on project readiness. These may change as the network gets implemented over time, but right now the project is not a priority due to its location and surrounding context.

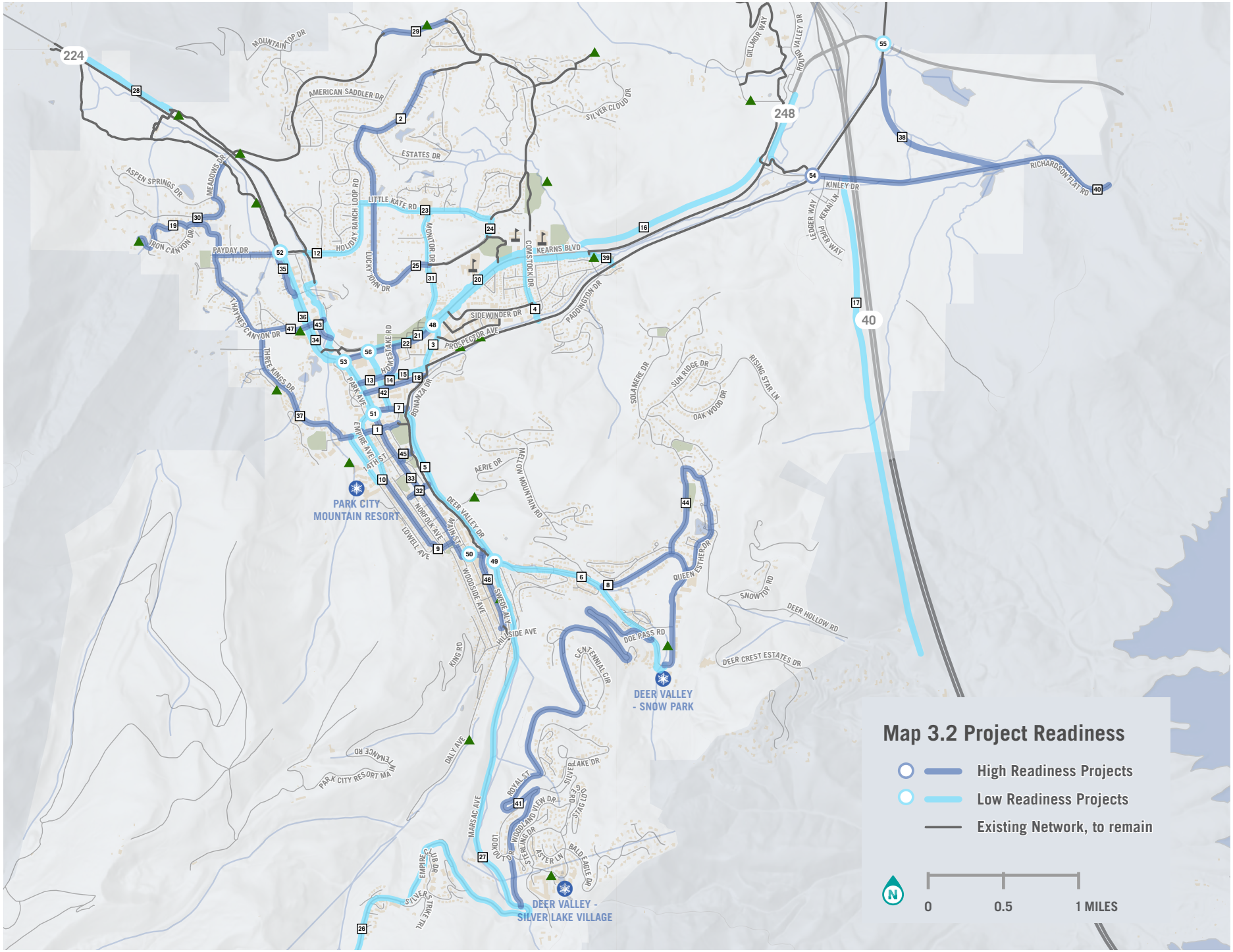


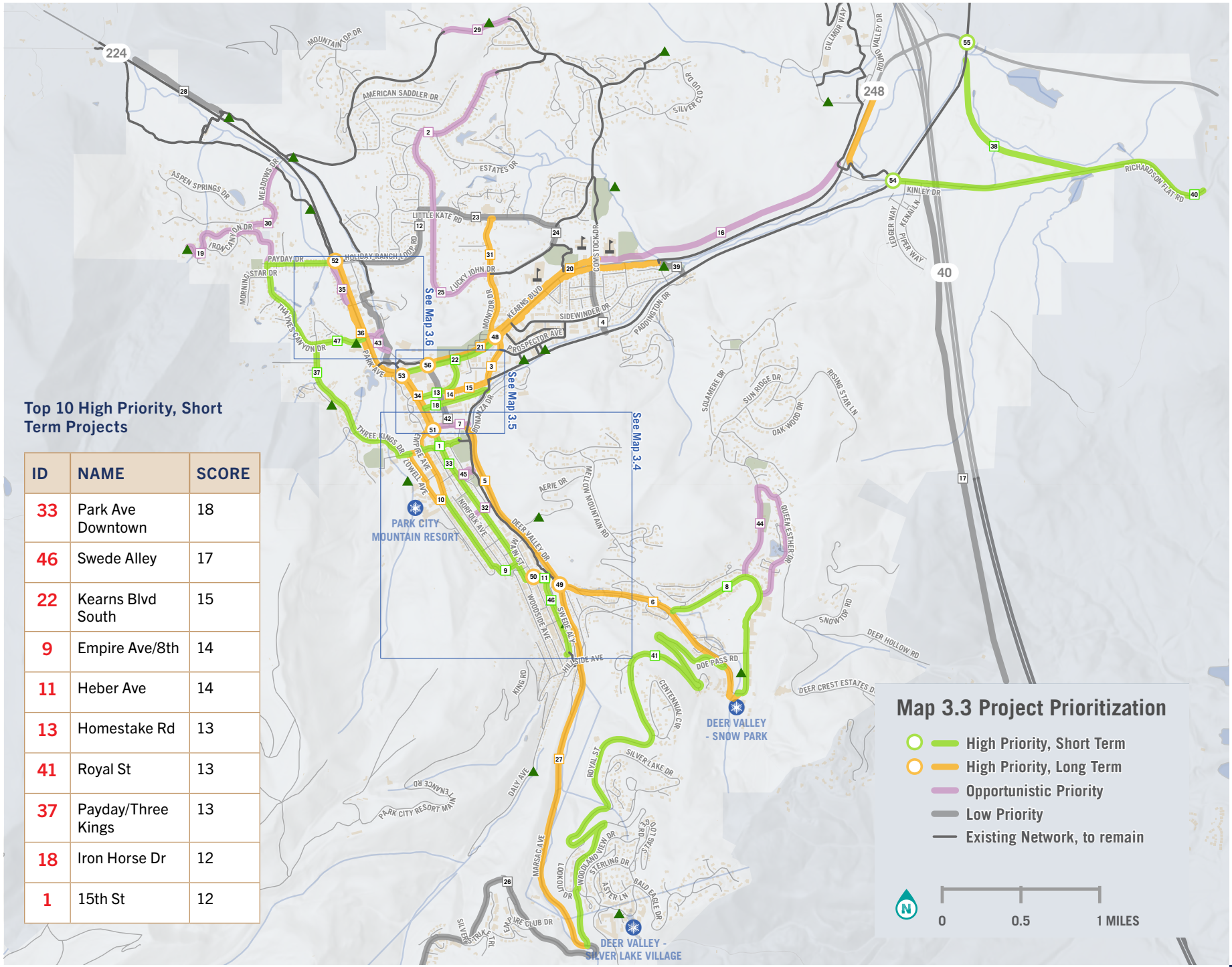
Top 10 Segments (Value)

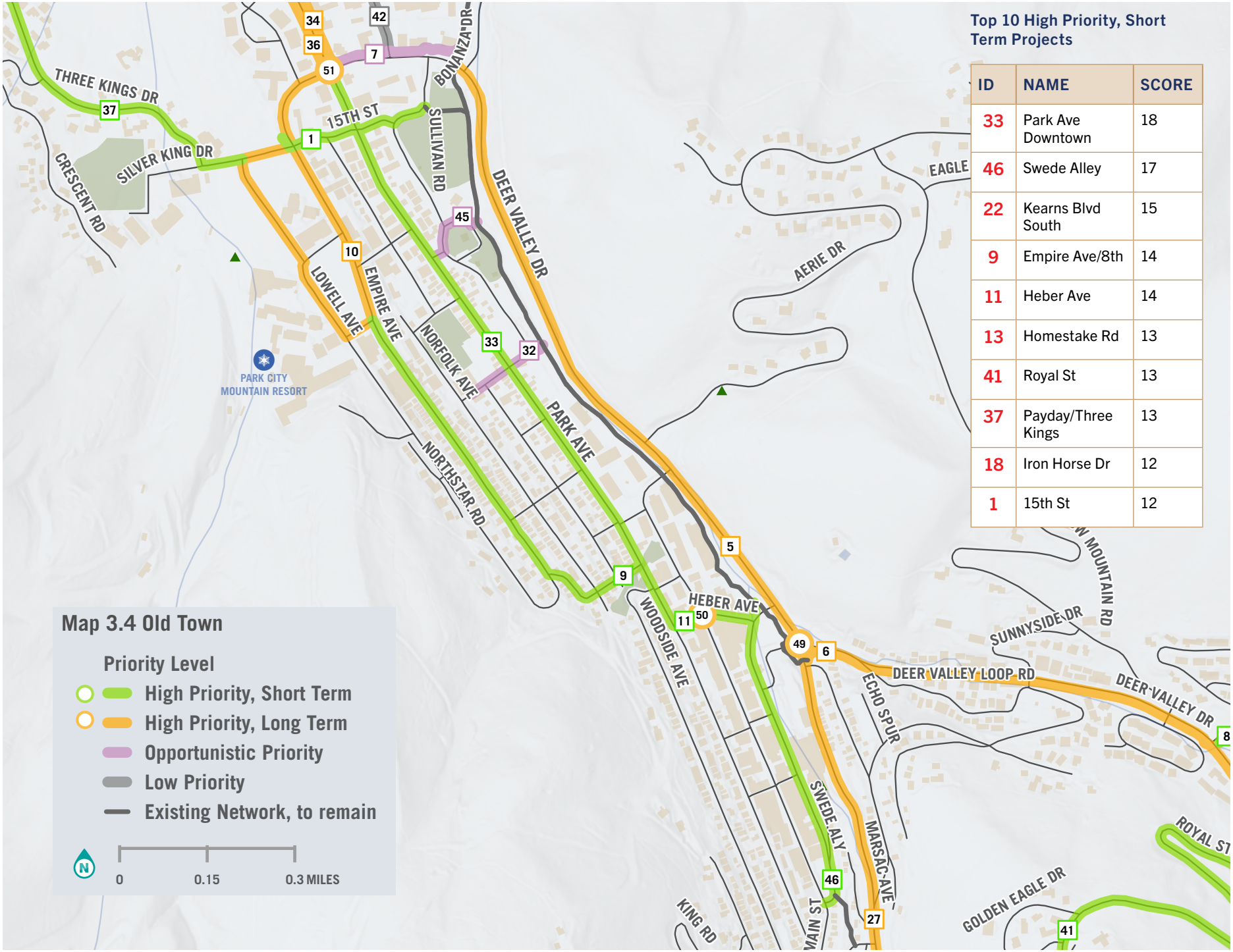
ID	NAME	SCORE
10	Empire Ave / Lowell Ave Loop	19
33	Park Ave Downtown	18
5	Deer Valley Dr	18
46	Swede Alley	17
27	Marsac Ave	16
6	Deer Valley Dr	15
22	Kearns Blvd South	15
34	Park Ave East	15
9	Empire Ave / 8th	14
11	Heber Ave	14

Top 5 Crossings (Value)

ID	NAME	SCORE
49	Roundabout at Deer Valley Dr	19
53	Park Ave/Kearns Blvd	19
56	Snow Creek Dr/ Kearnes Blvd	19
51	Park Ave/Empire Ave/Deer Valley Dr	18
48	Bonanza Dr/Kearns Blvd	17

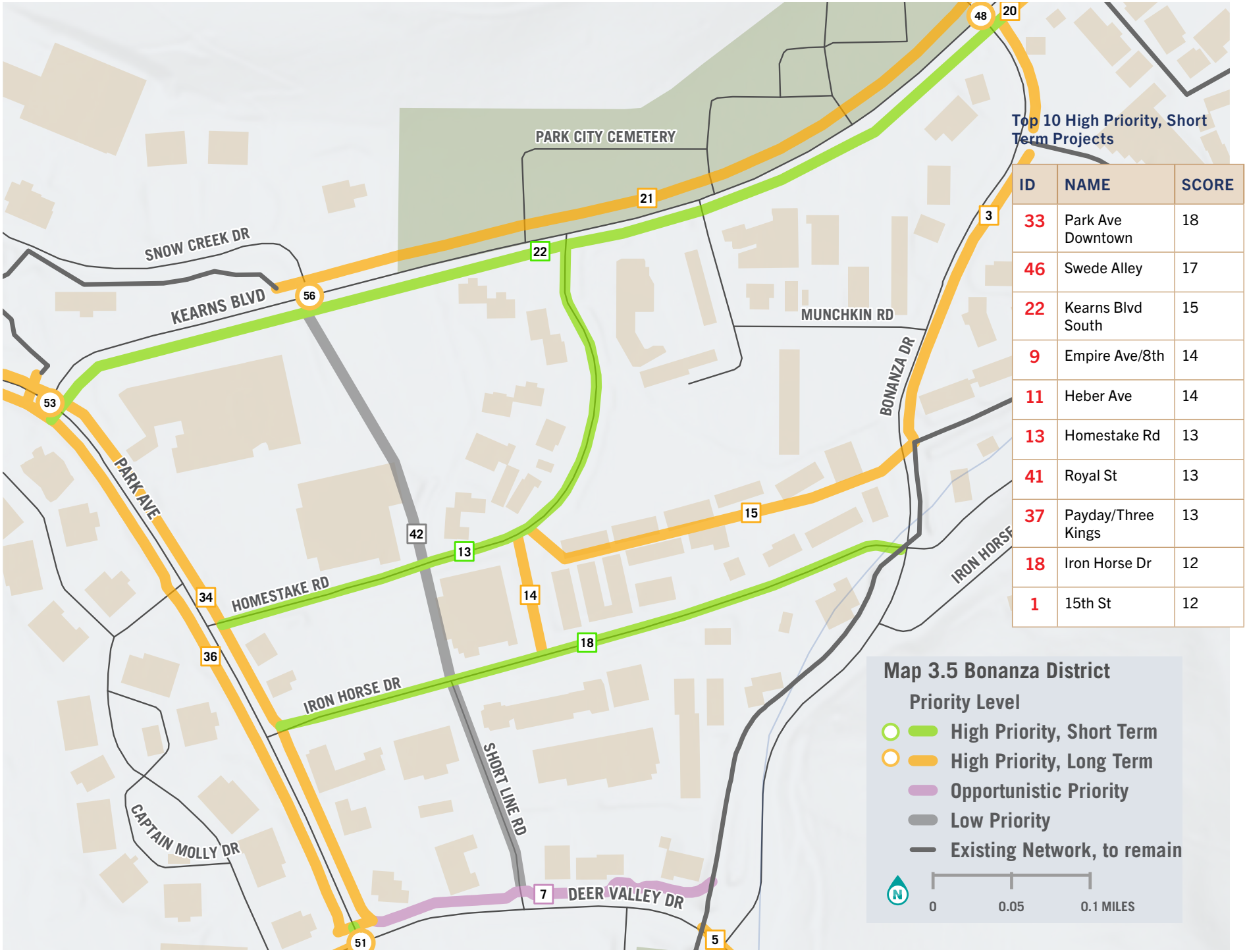

Map 3.2 Project Readiness
High Readiness Projects
Low Readiness Projects
Existing Network, to remain
0
0.5
1 MILES
N
PARK CITY MOUNTAIN RESORT
DEER VALLEY - SNOW PARK
DEER VALLEY - SILVER LAKE VILLAGE
224
248
40
MOUNTAIN TOP DR
AMERICAN SADDLER DR
SILVER CLOUD DR
ESTATES DR
ASPEN SPRINGS DR
MEADOWS DR
IRON CANYON DR
PAYDAY DR
HOLIDAY RANCH LOOP RD
LITTLE KATE RD
LUCKY JOHN DR
MONITOR DR
COMSTOCK DR
KEARNS BLVD
SIDEWINDER DR
PROSPECTOR AVE
PADDINGTON DR
HOMESTAKE RD
PARK AVE
BONANZA DR
THAYNES CANYON DR
THREE KINGS DR
EMPIRE AVE
8TH ST
AERIE DR
MELLOW MOUNTAIN RD
DEER VALLEY DR
MAIN ST
NORFOLK AVE
LOWELL AVE
WOODSIDE AVE
SILVER ALE
HILLSIDE AVE
KING RD
DOE PASS RD
CENTENNIAL CIR
QUEEN ESTHER DR
SNOWTOP RD
DEER HOLLOW RD
DEER CREST ESTATES DR
SOLAMERE DR
SUN RIDGE DR
OAK WOOD DR
RISING STAR LN
GILLMOR WAY
ROLLOW VALLEY DR
KINLEY DR
RICHARDSON FLAT RD
KENAN LN
LEDGER WAY
PIPER WAY
DALY AVE
PARK CITY RESORT MA
ROYAL ST
SILVER LAKE DR
WOODLAND VIEW DR
STERLING DR
ASTER LN
BALD EAGLE DR
MARSAC AVE
LOOP RD
SILVER STAR CIR
SILVER STAR DR
SILVER STAR TRL


Top 10 High Priority, Short Term Projects
ID | NAME | SCORE
33 | Park Ave Downtown | 18
46 | Swede Alley | 17
22 | Kearns Blvd South | 15
9 | Empire Ave/8th | 14
11 | Heber Ave | 14
13 | Homestake Rd | 13
41 | Royal St | 13
37 | Payday/Three Kings | 13
18 | Iron Horse Dr | 12
1 | 15th St | 12
See Map 3.6
See Map 3.5
See Map 3.4
PARK CITY MOUNTAIN RESORT
DEER VALLEY - SNOW PARK
DEER VALLEY - SILVER LAKE VILLAGE
Map 3.3 Project Prioritization
High Priority, Short Term
High Priority, Long Term
Opportunistic Priority
Low Priority
Existing Network, to remain
N
0
0.5
1 MILES



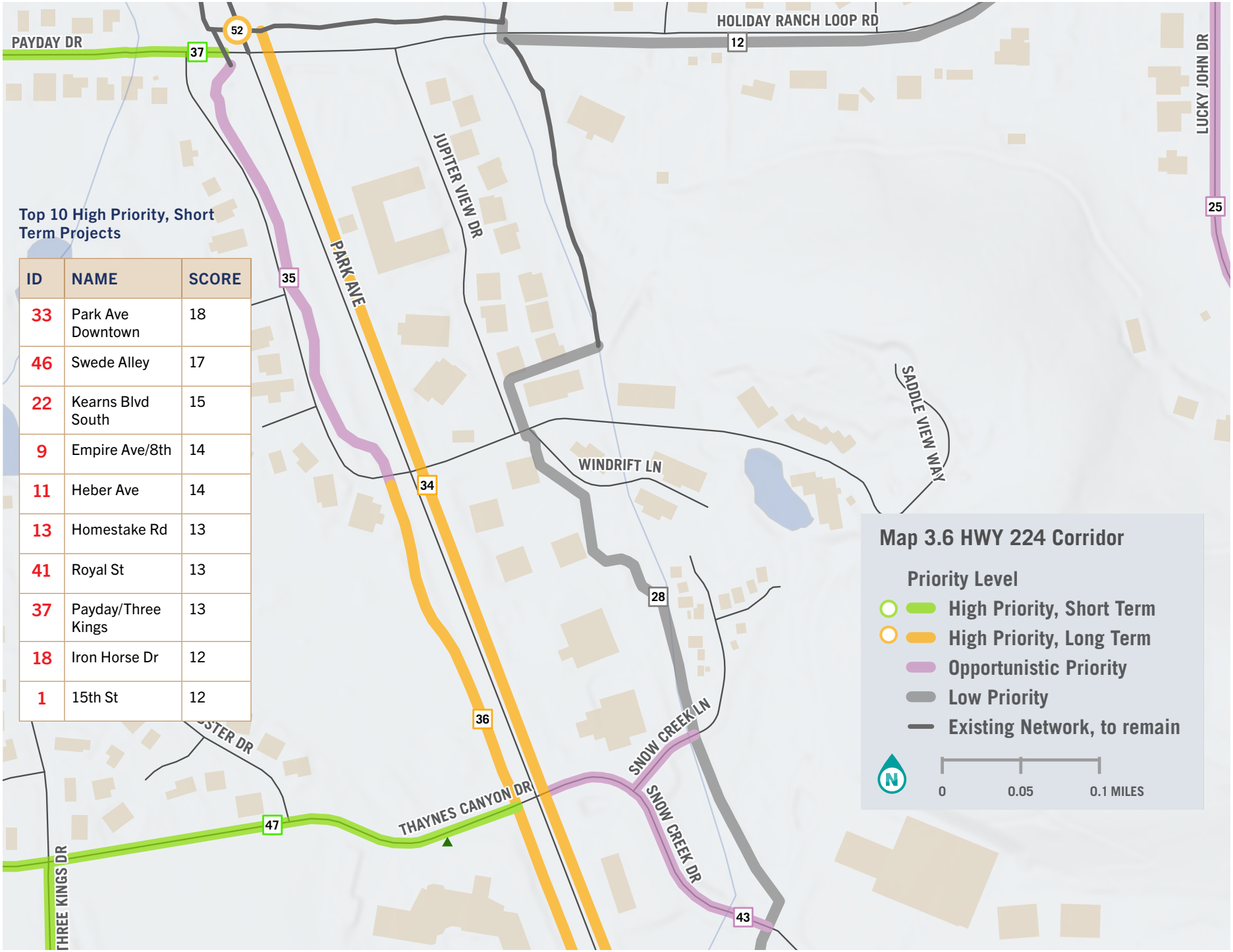
Top 10 High Priority, Short Term Projects

ID	NAME	SCORE
33	Park Ave Downtown	18
46	Swede Alley	17
22	Kearns Blvd South	15
9	Empire Ave/8th	14
11	Heber Ave	14
13	Homestake Rd	13
41	Royal St	13
37	Payday/Three Kings	13
18	Iron Horse Dr	12
1	15th St	12



Top 10 High Priority, Short Term Projects

ID	NAME	SCORE
33	Park Ave Downtown	18
46	Swede Alley	17
22	Kearns Blvd South	15
9	Empire Ave/8th	14
11	Heber Ave	14
13	Homestake Rd	13
41	Royal St	13
37	Payday/Three Kings	13
18	Iron Horse Dr	12
1	15th St	12



Top 10 High Priority, Short Term Projects

ID	NAME	SCORE
33	Park Ave Downtown	18
46	Swede Alley	17
22	Kearns Blvd South	15
9	Empire Ave/8th	14
11	Heber Ave	14
13	Homestake Rd	13
41	Royal St	13
37	Payday/Three Kings	13
18	Iron Horse Dr	12
1	15th St	12

Table 3.2 - Ranked Priority Projects

PROJECT ID	NAME	FROM	TO	NETWORK	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
33	Park Ave Downtown	Kearns Blvd	Heber Ave	High-Comfort	Existing; proposed future improvement	18	High	High	High Priority, Short Term
46	Swede Aly	Poison Creek Trail	Main St	High-Comfort	Proposed; new connection	17	High	High	High Priority, Short Term
22	Kearns Blvd South	Park Ave	Bonanza Dr	High-Comfort	Proposed; new connection	15	High	High	High Priority, Short Term
9	Empire Ave/8th	Manor Way	Park Ave	Secondary	Proposed; new connection	14	High	High	High Priority, Short Term
11	Heber Ave	Park Ave	Swede Aly	High-Comfort	Proposed; new connection	14	High	High	High Priority, Short Term
13	Homestake Rd	Park Ave	Kearns Blvd	High-Comfort	Proposed; new connection	13	High	High	High Priority, Short Term
41	Royal St	Deer Valley Dr	Marsac Ave	Secondary	Proposed; new connection	13	High	High	High Priority, Short Term
37	Payday/Three Kings	Park Ave	Silver King Dr	Secondary	Proposed; new connection	13	High	High	High Priority, Short Term
18	Iron Horse Dr	Park Ave	Bonanza Dr	Secondary	Proposed; new connection	12	High	High	High Priority, Short Term
55	Rail Trail/HWY 248	n/a	n/a	High-Comfort	Proposed Crossing	12	High	High	High Priority, Short Term
54	Rail Trail/ Richardson Flat Rd	n/a	n/a	High-Comfort	Proposed Crossing	11	High	High	High Priority, Short Term
47	Thaynes Canyon Dr	Three Kings Dr	Park Ave	High-Comfort	Proposed; new connection	10	High	High	High Priority, Short Term
40	RIchardson Flat Rd	Rail Trail	E of City Boundary	Secondary	Proposed; new connection	10	High	High	High Priority, Short Term
38	Phoston Spur	Rail Trail	Richardson Flat Rd	High-Comfort	Proposed; new connection	10	High	High	High Priority, Short Term
8	Deer Valley Loop	Deer Valley Loop Rd	Deer Valley Dr N	High-Comfort	Existing; proposed future improvement	10	High	High	High Priority, Short Term
10	Empire Ave/Lowell Ave Loop	Park Ave	Manor Way	High-Comfort	Proposed; new connection	19	High	Low	High Priority, Long Term
53	Park Ave/Kearns Blvd	n/a	n/a	High-Comfort	Proposed Crossing	19	High	Low	High Priority, Long Term

Table 3.2 - Ranked Priority Projects, continued

PROJECT ID	NAME	FROM	TO	NETWORK	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
49	Deer Valley Roundabout	n/a	n/a	High-Comfort	Proposed Crossing	19	High	Low	High Priority, Long Term
56	Snow Creek Dr/ Kearns Blvd	n/a	n/a	High-Comfort	Proposed Crossing	19	High	Low	High Priority, Long Term
5	Deer Valley Dr	Bonanza Dr	Marsac Ave	Secondary	Proposed; new connection	18	High	Low	High Priority, Long Term
51	Park Ave/Empire Ave/Deer Valley Drive	n/a	n/a	High-Comfort	Propsed Crossing	18	High	Low	High Priority, Long Term
52	Park Ave/Holiday Ranch Loop Dr	n/a	n/a	High-Comfort	Proposed Crossing	17	High	Low	High Priority, Long Term
48	Bonanza Dr/ Monitor Dr/Kearns Blvd	n/a	n/a	High-Comfort	Proposed Crossing	17	High	Low	High Priority, Long Term
27	Marsac Ave	Poison Creek Trail	Wheaton Way	Secondary	Proposed; new connection	16	High	Low	High Priority, Long Term
34	Park Ave East	Payday Dr	Deer Valley Dr	High-Comfort	Proposed; new connection	15	High	Low	High Priority, Long Term
6	Deer Valley Dr	Marsac Ave	Deer Valley Loop Rd	High-Comfort	Existing; proposed future improvement	15	High	Low	High Priority, Long Term
50	Main St/Heber Ave	n/a	n/a	High-Comfort	Proposed Crossing	15	High	Low	High Priority, Long Term
20	Kearns Blvd (both sides)	Monitor Dr	Wyatt Earp Way	High-Comfort	Existing; proposed future improvement	13	High	Low	High Priority, Long Term
3	Bonanza Dr	Kearns Blvd	Rail Trail	High-Comfort	Existing; proposed future improvement	13	High	Low	High Priority, Long Term
15	Homestake/ Bonanza Connector	Homestake Rd	Bonanza Dr	High-Comfort	Proposed; new connection	12	High	Low	High Priority, Long Term
31	Monitor Dr	Little Kate Road	Kearns Blvd	High-Comfort	Existing; proposed future improvement	11	High	Low	High Priority, Long Term
16	HWY 248 North	Comstock Dr	Richardson Flat Rd	High-Comfort	Proposed; new connection	11	High	Low	High Priority, Long Term
21	Kearns Blvd North	Snow Creek Dr	Monitor Dr	High-Comfort	Existing; proposed future improvement	11	High	Low	High Priority, Long Term

Table 3.2 - Ranked Priority Projects, continued

PROJECT ID	NAME	FROM	TO	NETWORK	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
14	Homestake to Iron Horse Connector	Homestake Rd	Iron Horse Dr	High-Comfort	Proposed; new connection	10	High	Low	High Priority, Long Term
36	Park Ave West	Prospector Dr	Empire Ave	High-Comfort	Existing; proposed future improvement	10	High	Low	High Priority, Long Term
7	Deer Valley Dr	Park Ave	Bonanza Drive	High-Comfort	Existing; proposed future improvement	9	Low	High	Opportunistic Priority
1	15th St	Empire Ave	Sullivan Rd	Secondary	Proposed; new connection	9	Low	High	Opportunistic Priority
32	Nelson St	Norfolk Ave	Poison Creek Trail	Secondary	Proposed; new connection	8	Low	High	Opportunistic Priority
29	Meadows Dr	Normans Way	Eagle Cove Dr	Secondary	Proposed; new connection	8	Low	High	Opportunistic Priority
45	Sullivan Rd	Park Ave	Poison Creek Trail	Secondary	Proposed; new connection	8	Low	High	Opportunistic Priority
35	Park Ave West	Payday Dr	Prospector Dr	High-Comfort	Existing; proposed future improvement	7	Low	High	Opportunistic Priority
19	Iron Mountain Dr	Iron Mountain Trailhead	Delta Dr	Secondary	Proposed; new connection	7	Low	High	Opportunistic Priority
25	Lucky John Dr	American Saddler Dr	Monitor Dr	Secondary	Proposed; new connection	7	Low	High	Opportunistic Priority
30	Meadows Dr/ Aspen Springs/Iron Canyon	Farm Trail	Payday Dr	Secondary	Proposed; new connection	6	Low	High	Opportunistic Priority
43	Snow Creek Lane/ Drive	Park Ave	McLeod Creek	Secondary	Proposed; new connection	6	Low	High	Opportunistic Priority
44	Solamere/Queen Esther Loop	Deer Valley Dr N	Deer Valley Dr N	Secondary	Proposed; new connection	5	Low	High	Opportunistic Priority
2	American Saddler Dr	Lucky John Dr	Pinehurst Ct	Secondary	Proposed; new connection	4	Low	High	Opportunistic Priority
39	Prospector Park	Kearns Blvd	Rail Trail	High-Comfort	Existing; proposed future improvement	8	Low	Low	Low Priority
12	Holiday Ranch Loop Rd	McLeod Creek	Little Kate Road	High-Comfort	Existing; proposed future improvement	8	Low	Low	Low Priority

Table #.# - Ranked Priority Projects

PROJECT ID	NAME	FROM	TO	NETWORK	STATUS	VALUE SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
42	Short Line Rd	Kearns Blvd	Deer Valley Dr	High-Comfort	Proposed; new connection	8	Low	Low	Low Priority
17	HWY 40 West	Richardson Flat Rd	TBD	High-Comfort	Proposed; new connection	8	Low	Low	Low Priority
23	Little Kate Road	Holiday Ranch Loop Rd	Lucky John Dr	High-Comfort	Existing; proposed future improvement	7	Low	Low	Low Priority
4	Comstock Dr	Kearns Blvd	Rail Trail	High-Comfort	Existing; proposed future improvement	7	Low	Low	Low Priority
28	McLeod Creek	Holiday Ranch Loop Rd	Snow Creek Dr	High-Comfort	Existing; proposed future improvement	7	Low	Low	Low Priority
24	Lucky John Dr	Little Kate Road	McPolin Elementary School	High-Comfort	Existing; proposed future improvement	6	Low	Low	Low Priority
26	Marsac Ave	HWY 224	Guardsman Connection Rd	Secondary	Proposed; new connection	6	Low	Low	Low Priority

Funding Opportunities

How should the City pay for projects?

Securing adequate funding to implement proposed projects is a pivotal step in translating Park City's vision into reality. The following tables outlines the array of potential funding sources aailable to support the implementation of recommended bike and pedestrian facilities. Understanding and leveraging these funding opportunities will allow Park City to pave the way for transformative enhancements that prioritize the safety and comfort of cyclists and pedestrians throughout the community.

Table 3.3 - Funding Sources

NAME	SOURCE TYPE	DESCRIPTION	MORE INFORMATION	ELIGIBILITY/REQUIRED MATCH
Safe Streets and Roads for All (SS4A) Grant Program	Federal	The new SS4A Grant Program funds the development or update of a comprehensive safety action plan (Action Plan), conducting planning, design, and development activities in support of an Action Plan, and/or carrying out projects and strategies identified in an Action Plan. In the fall of 2023, Mountainland Association of Governments (MAG) was awarded funding to develop a Safety Action Plan. The first round of funding for projects identified by MAG will take place in June 2024.	https://www.transportation.gov/SS4A https://www.mountainlandsafestreets.org/	20% state or local match. Cities eligible to apply. Offers planning and demonstration grants or implementation grants.
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	The ATIIP provides grants to states and localities to strategically invest in projects that connect active transportation networks and spines, such as safe bike paths and walking trails, while reducing carbon emissions and creating new jobs. The program will help connect people to destinations within or between communities, including schools, workplaces and other community areas. Active transportation spines can connect communities, metropolitan regions and states.	https://bikeleague.org/sites/default/files/ATIIP-Fact%20Sheet%20(2).pdf	20% state or local match. Local government organizations eligible to apply.
Transportation Alternatives (TA)	Federal	Transportation Alternatives (TA) is a funding source under the FAST Act that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SRTS), and the Recreational Trails Program (RTP). Funds are available through a competitive process. These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including: * SRTS programs (infrastructure and non-infrastructure programs * Construction, planning, and design of on- and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bikeways, pedestrian + bicycle signals, traffic-calming, lighting, and other safety-related infrastructure * Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for children, seniors, and individuals with disabilities who cannot drive * Construction of rail-trails * Recreational trails program	https://www.fhwa.dot.gov/environment/transportation_alternatives	20% state or local match. Local governments eligible to apply.

Table 3.3 - Funding Sources, continued

NAME	SOURCE TYPE	DESCRIPTION	MORE INFORMATION	ELIGIBILITY/REQUIRED MATCH
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	Federal	RAISE grants, which were originally created under the American Recovery and Reinvestment Act as TIGER grants, can be used for a wide variety of projects, including road, rail, and transit projects. These grants provide capital funding to any public entity, including municipalities and counties.	https://www.transportation.gov/RAISEgrants	20% state or local match but includes exceptions. Local governments eligible to apply
Federal Transit Administration (FTA) Grants	Federal	The FTA has several grant programs available to local and state governments to enhance active transportation connections to public transportation facilities.	https://www.transit.dot.gov/funding/grants/grant-programs	
Federal Lands Access Program (FLAP)	Federal	The FLAP is intended to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The fund is administered through UDOT in coordination with the Central Federal Lands Highway Division, which develops a Programming Decisions Committee. The Committee puts out the call for projects, establishes selection criteria, and prioritizes selected projects. The next call for projects is anticipated to be in 2025.	https://highways.dot.gov/federal-lands/programs-access	
Congestion Mitigation and Air Quality Improvement (CMAQ)	Federal	This program provides funds to state DOTs, MPOs and other sponsors to fund projects that will contribute to air quality improvements in ozone, carbon monoxide and/or particulate matter, and provide congestion relief. Many types of projects are eligible under the CMAQ program including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies.	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm	20% state and local match, typically. Must apply in partnership with state DOT or MPO. Projects must contribute to the attainment of air quality standards (reducing emissions) in the region.
Recreational Trails Program (RTP)	Federal	The Bipartisan Infrastructure Law continued the Recreational Trails Program (RTP) as a set-aside from the Transportation Alternatives program. The RTP provides funds to states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The funds represent a portion of the motor fuel excise tax collected from nonhighway recreational fuel use by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks.	https://www.fhwa.dot.gov/environment/recreational_trails/	20% state or local match. Local governments eligible to apply.

Table 3.3 - Funding Sources, continued

NAME	SOURCE TYPE	DESCRIPTION	MORE INFORMATION	ELIGIBILITY/REQUIRED MATCH
Safe Routes to School (SRTS)	State (UDOT)	UDOT administers Safe Routes to School (SRTS) funding - a $1.2 Million annual fund to fund active transportation safety improvements within two miles of Utah schools. Cities can apply for this funding (a reimbursement fund) without matching requirements. These funds can be used for improvements such as new trails or sidewalks, signals, crosswalks, and other related facilities.	https://site.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/	Flexible match required. Eligible activities include 1) Develop or update a comprehensive satefy action plan, 2) Conduct planning, design, and development activities in support of an Action Plan, or 3) Carry out projects and strategies identified in an action plan
Active Transportation Investment Fund (ATIF)	State (UDOT)	TIF funds are awarded through the State Transportation Commission and administered through UDOT. Projects must be paved, part of the UDOT Active Transportation Plan, provide traffic congestion mitigation on a state highway system, and include 40% non-UDOT funds to match to be eligible for funding.	https://www.udot.utah.gov/connect/about-us/commission/project-prioritization-process/	May only by used by UDOT, and must be on UDOT's Utah Trail Network
Safe Sidewalk Program	State (UDOT)	The Safe Sidewalks Program, administered by UDOT, provides legislative funding for construction of new sidewalks where they are missing or where major construction or reconstruction of a route is not planned for ten or more years. For a proposed sidewalk location to be considered for the program, it must be: located adjacent to a state highway, within an urban area, have significant pedestrian traffic, and include a 25% local government match.	https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/	Must only be used on state roads. Funds allocated by formula to each county, prioritized by the UDOT District, and selected by a statewide committee
Highway Safety Improvement Program (HSIP)	State (UDOT)	HSIP funds are available for projects aimed at improving safety on all public roads to reduce traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and improved signage are examples of eligible projects. These funds are administered through the UDOT Highway and Safety Division, and require a local match.	https://www.udot.utah.gov/connect/about-us/operations/traffic-safety/	6.77% local match required
Land and Water Conservation Fund	State	Administered by the Utah Division of State Parks and Recreation, the Land and Water Conservation Fund Act provides federal grants for the acquisition and/or development of public outdoor recreation areas. Any site/facility purchased, developed, or improved with funding from this grant is protected in perpetuity as a public outdoor recreation area.	http://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund/	
Utah Outdoor Recreation Grant	State	Administered through the Office of Outdoor Recreation, the Utah Outdoor Recreation Grant project helps communities build trails and other recreation infrastructure by awarding matching grants. The grants help enhance recreational opportunities and amenities in Utah's communities.	https://business.utah.gov/outdoor/uorg/	
Community Development Block Grant (CDBG)	State	The CDBG Program provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderateincome persons. The State of Utah administers the funds for cities with fewer than 50,000 residents.	https://jobs.utah.gov/housing/community/cdbg/index.html	

Table 3.3 - Funding Sources, continued

NAME	SOURCE TYPE	DESCRIPTION	MORE INFORMATION	ELIGIBILITY/ REQUIRED MATCH
Transportation Improvement Program (TIP)	MPO	The Transportation Improvement Program is a 5-year funded construction program. MAG, along with regional transportation partners, UDOT and UTA, fund projects, programs, and studies to improve and expand the regional transportation network. MAG funds about 300 million of the 1.7 billion dollar 5-year program. The TIP is the implementation program of the Regional Transportation Plan or TransPlan50.	TIP - Transportation Improvement Program | MAG (mountainland.org)	
Bond Financing	City	Bonds can be approved by voters to fund a range of projects.		
Special Assessment or Taxing Districts	City	Local municipalities can establish special assessment districts for infrastructure improvements, like sidewalks, that are missing or in need of improvement in certain areas.		
Parking Fees	City	Some cities have instituted parking fees for public parking spaces that are then used to pay for infrastructure improvements.		
Development Impact Fees	City	Development impact fees are one-time charges collected from developers for financing new infrastructure construction and operations and can help fund bicycle and pedestrian improvements. Impact fees are assessed through a city's impact fee program.		
New Construction	City	Future road widening and construction projects are methods of providing improved bike and pedestrian infrastructure. To ensure that roadway construction projects provide these improvements, it is important that the review process includes a review of any relevant active transportation related plans. Park City should also coordinate with UDOT to find opportunities for bike and pedestrian facilities on state road construction projects.		
PeopleForBikes Community Grant Program	Private	The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make biking safer for people of all ages and abilities. PeopleForBikes accepts requests for funding up to $10,000. Projects that qualify for funding include: 1 - Costs related to the development of permanent bike infrastructure, including trails, shared-use paths, bike parks, pump tracks, bicycle playgrounds, neighborhood greenways/bike boulevards, and protected bike lanes 2 - Costs related to "quick-build" or "demonstration projects," provided that any temporary infrastructure is part of a strategy to subsequently develop permanent infrastructure 3 - Land or easement acquisition costs for bike infrastructure 4 - Events or programs that support cultural acceptance and support of specific planned or recently constructed bike infrastructure projects, like "bike buses" or "community bike rides." Such events or programs must show a connection between the event and organizing for permanent infrastructural improvements and must show a likelihood of permanence beyond the term of the grant.	https://www.peopleforbikes.org/grant-guidelines	No required match. Local government agencies are encouraged to apply.
Private Developers	Private	Developers should consider constructing local streets with bike- and pedestrian-oriented facilities within subdivisions, including dedicating right-of-way to trails and parks. Cities can encourage developers to include active transportation amenities during development review, and should require developers to show how the proposed development will accommodate or enhance active transportation connections.		

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APPENDIX A

Phase I Needs Assessment & Community Engagement

THE STATE OF BIKING AND WALKING IN PARK CITY

Introduction

To establish an understanding of existing conditions for bicycling and walking in Park City, the planning process includes a review and analysis of pertinent information related to previous plans, existing policies and programs, resident demographics, existing transportation networks, and roadway safety.

Plan and Policy Review

Projects and Prioritization

The purpose of this section is to establish local and regional data and trends on walking and biking to inform the recommendations for the Bicycle and Pedestrian Plan. Recent planning efforts in Park City and Summit County have emphasized syncing economic development with environmental sustainability and public health (these plans are summarized in **Table 1** on the next page). These efforts have pushed transportation planning toward elevating active transportation and recognizing the complementary relationship between active modes and transit. This idea is highlighted in Summit County's 2019 Active Transportation Plan Vision Statement: *Summit County will develop a bicycling and walking system that serves as a viable transportation option for people living, working, and playing in Summit County.* It is also highlighted in the Vision Statement for Park City Forward – A Transportation Blueprint: *Park City's transportation system embraces bold innovation to provide safe, year-round transportation options that promote a connected, inclusive, and multimodal "car-optional" mountain community and culture.*

This plan will advance the vision of the Park City community, outlining robust and implementable improvements to the active transportation network.

Design Guidelines

In addition to identifying policies and projects to support walking and bicycling, the Summit County Active Transportation Plan includes a chapter on detailed design recommendations for various bicycle and pedestrian facility types, including Bicycle Lanes, Shared Use Paths, Advisory Shoulders, and Grade-Separated Crossings (among other facility types). In developing the Park City Bicycle and Pedestrian Plan, and recommended facilities on County or regional roadways should cross-reference with the Summit County ATP for consistency and cohesiveness. These guidelines also leverage guidance from the following manuals, which planners and designers may refer to:

- Manual on Uniform Traffic Control Devices (FHWA)
- Small Town and Rural Multimodal Networks (FHWA, 2016)
- A Policy on Geometric Design of Highways and Streets (AASHTO, 2018)
- Development of Bicycle Facilities (AASHTO, 2012)
- Urban Bikeway Design Guide (NACTO, 2014)
- Pedestrians First: Tools for a Walkable City (Institute for Transportation and Development Policy)
- Planning, Design, and Operation of Pedestrian Facilities (AASHTO, 2004)

Plan	Description	Active Transportation Related Goals	Policy/Project Recommendations	Relevance to the Bicycle and Pedestrian Plan
Modal Hierarchy Policy (2020)	Park City's Municipal Council adopted a Modal Hierarchy in 2019 to create a clear policy to prioritize pedestrians and cyclists.	Prioritizing the pedestrian and cyclist as the most important user group to consider when designing streets.	Adopted the policy of prioritizing pedestrians and cyclists in street designs.	The Modal Hierarchy sets the standard for the high level of comfort and convenience pedestrians and cyclists should get in street design.

Summit County Active Transportation Plan (2019)	This plan provides direction for improving biking and walking conditions throughout Summit County.	Goal 1: Well-Connected Walking + Biking Network Goal 2: All Ages + Abilities Goal 3: Support Business/Economic Development Goal 4: Transit Integration Goal 5: Neighborhood Identity Goal 6: Sustainability Goal 7: Equity Goal 8: Recreation + Open Space	*SR-248 Bike/Pedestrian Improvements* – Establish bicycling connection between existing SR-248 bike lanes to Park Ave. *Monitor Drive Bike Lane* – Stripe bike lane in existing shoulder. Supports Safe Routes to School and connects to planned bike share station at Park City Recreation Center. *Little Kate Road/Holiday Ranch Bike Lanes* – Stripe bike lane in existing shoulder. *12th Street/Sullivan Road Neighborhood Byway* – Incorporate shared lane markings, wayfinding, and traffic calming to create a comfortable bicycle and pedestrian experience along 12th street and Sullivan Road linking City Park with the library *Deer Valley Drive Complete Streets* – Provide uphill bike lane with downhill shared lane per recent study of Deer Valley Drive. *Library Crosswalk Improvements* – Improve mid-block crossing, with high visibility paint, RRFB, and possibly artistic pavement treatments.	The plan recommends providing safe connections to community facilities in Park City such as Park City High School, City Park, and the library. Projects include restriping existing facilities, implementing complete streets, adding new bike lanes, painting new crosswalks, installing crossing enhancements, and constructing an underpass.
Park City Transportation Demand Management Plan (2016)	This plan provides a shortlist of strategies, performance measures, and next steps to implement a TDM program for Park City.	None	- Bike share system - Free bike share membership - Bicycle parking - Bicycle repair station - Walking/biking school bus - Wayfinding signage	Provides several bicycle and pedestrian TDM strategies for residents, part-time residents, visitors, and employees.

Downtown and Main Street Parking Management Plan (2016)	Provides a detailed, focused, comprehensive study of parking issues in the downtown.	None	Strategy # 8 – Continue to improve bicycle and pedestrian access.	To support parking management efforts in Downtown and Main Street, the Bicycle and Pedestrian Plan can propose amenities in the area, such as bus stop amenities, secure bicycle parking, and repair stations.
Park City Traffic and Transportation Master Plan (2011)	The Traffic and Transportation Master Plan explains and classifies the City's street network.	GOAL 1: Park City will have a multimodal transportation system with complete streets and balanced availability of pedestrian, bicycle, transit and auto travel. GOAL 4: Park City will have a complete and well-connected network of trails, bicycle lanes and sidewalks that supports safe, convenient, and pleasant walking and bicycling to accommodate the needs of residents, visitors, and guests for short trips within the City and surrounding neighborhoods. GOAL 7: Park City's transportation system will contribute positively to public health and quality of life by achieving a high level of travel safety and by creating an environment that supports active living. GOAL 8: Park City's transportation system will contribute positively to improved environmental, social and economic sustainability of the community.	The plan lays out dozens of projects, street designs, and policies that increase the comfort and safety of cyclists and pedestrians.	The Traffic and Transportation Master Plan directs the City to design for cyclists and pedestrians in mind.

Park City Walkable and Bikeable Neighborhoods Study (2007)	Park City's first active transportation plan in 2007 created the network that exists today. The project list was funded by a voter-approved "Walkability Bond" and priority projects were determined by the Walking and Biking Liaison Committee	2.2 "The intent of the plan is to establish a clear and detailed list of projects that will improve pedestrian and cyclist safety, connectivity and efficiency in Park City."	This plan included a 113-item project list of policy changes, capital projects, maintenance issues, and budgetary issues.	Sets the groundwork for the Bicycle and Pedestrian Plan to build from.

Plan	Description	Active Transportation Related Goals	Policy/Project Recommendations	Relevance to ATP
Park City Forward – A Transportation Blueprint (Current)	Updates the 2011 Transportation Master Plan. It is an ambitious and innovative effort to develop a blueprint for prioritizing transportation projects and strategies to improve the City's transportation network.	ACCESS – improve local and regional multimodal transportation connection between activity nodes. Ensure the transportation network supports Park City's future growth and land use changes. INCLUDE - Ensure equitable access to opportunity, catalyzed by local and regional mobility choices that are affordable and support healthy living. SUSTAIN - Support a resilient, net-zero carbon community, anchored by long-term transportation investments that reduce greenhouse gas emissions, decrease single-occupancy vehicle trips, and mitigate environmental consequences of growth. TRANSFORM - Embrace bold and innovative action to prioritize a community-focused, multimodal transportation network that is easy to use, efficient, convenient, safe and incorporates cutting-edge technologies.	To be determined (this plan is currently under development).	Reaffirms goals for a complete and well-connected active transportation network that contributes positively to public health, the environment, and the economy
Park City Short Range Transit Plan (Current)	Updates the 2016 plan that evaluate transit choices. The update is responding to the recent split of Park City Transit into two systems, growth, changing demographics, and technological changes.	To be determined (the plan is currently under development).	To be determined (the plan is currently under development).	As Park City and Summit County synchronize transit and active transportation, the Bicycle and Pedestrian Plan will seek opportunities where active modes can complement local and regional public transit.

Table 1: Related Plans

Existing Multimodal Networks

Active Transportation Network

Park City is home to a vast active transportation network. Almost all of Summit County's 58 miles of active transportation facilities are in Park City. Park City has just over 2 miles of on-street bicycle facilities, 34 miles of sidewalk, and 17 miles of paved multi-use trails and paths (**Figure 1**).

Multi-use paths are the backbone of Park City's active transportation network. These paved paths serve all types of non-motorized transportation, including walking, biking, e-bike riding, roller blading, skateboarding, scootering, and more. Park City maintains the majority of these trails year-round, plowing them in the winter along with the street network. These paths are well-used, well-maintained, and a big reason why people choose to live in or visit Park City. A

The paved paths mostly run along major roadways, such as Deer Valley Drive, Kearns Boulevard, and Park Avenue. The Historic Union Pacific Rail Trail and connects rural Summit County to Park City. The Poison Creek Trail provides a scenic route along Poison Creek and through Old Town. The McLeod Creek trail connects Park City with Canyons Village and the Kimball Junction and Newpark areas. Together, these facilities connect people from around the Park City area to major destinations in town, including Old Town, Park City Mountain Resort, Deer Valley Resort, schools, and other destinations.

Though the multi-use paths offer a high level of comfort, some pathways narrower than 10 feet in width could be widened, depending on use. The many different trail users at varying speeds may warrant separating users or widening the trails. For example, an e-bike rider can travel upwards of 15 mph whereas a pedestrian travels slower. This speed discrepancy may create trail user conflicts when people on e-bikes pass pedestrians at high speeds with little clearance. If implemented, the City's pathway width standard of 12 feet could provide a more comfortable experience for all trail users and, where applicable, the trail width could even be expanded beyond 12 feet.

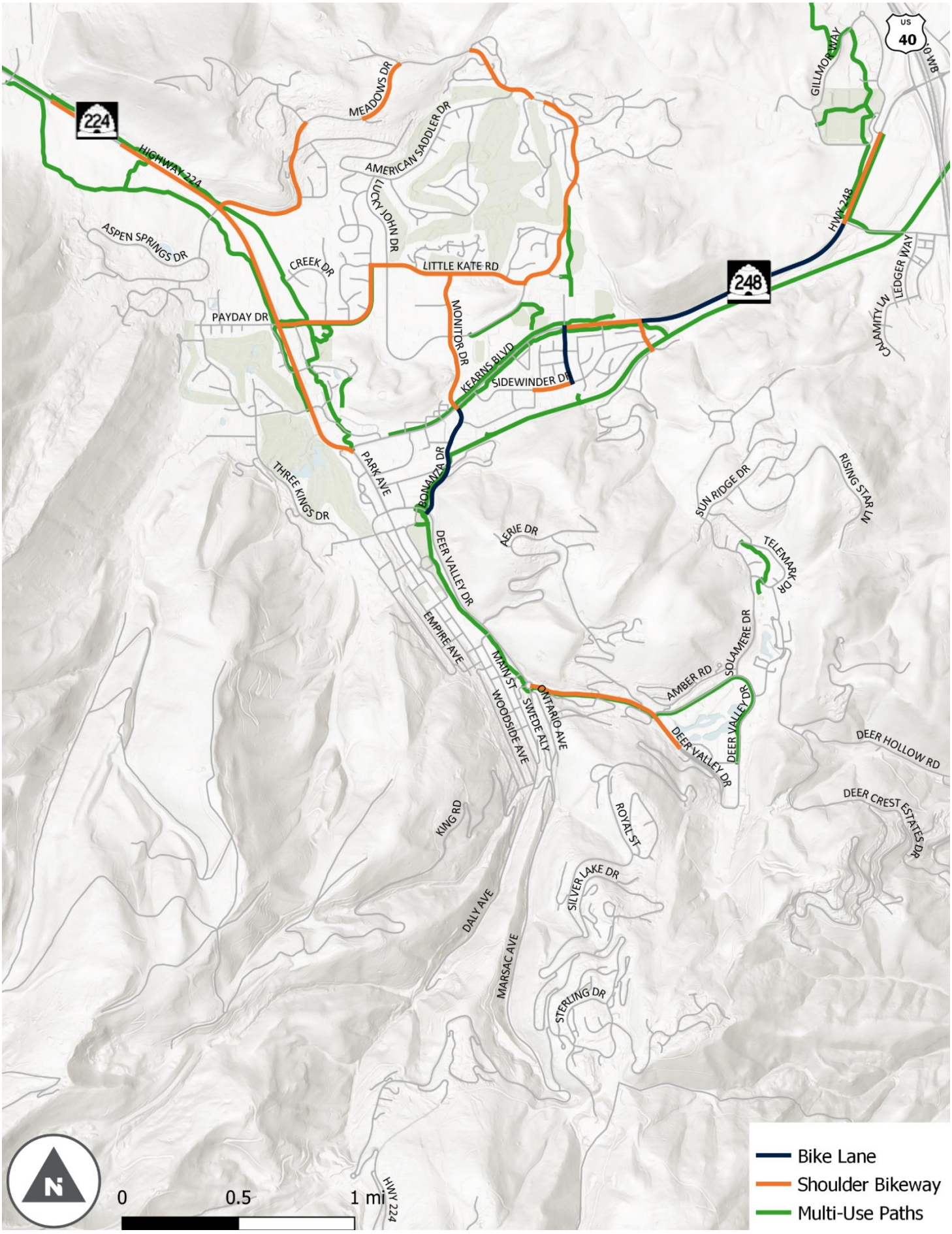


Figure 1: Park City Active Transportation Network

Bike Share and Micromobility

Summit Bike share, a docked bike share system, has operated in Park City since 2017. At its launch, Summit Bike Share was the nation's first all-electric bikeshare system. As of August 2021, the system includes 20 stations and 190 electric-assist bicycles (see **Figure 2**). The system operates during summer and fall months, opening in May) and running through October or November. During peak months (June through August), Summit Bike Share serves as many as 6,100 trips per month, and since 2018 (when the system was expanded from 9 to 20 stations) has averaged 0.6 rides per bicycle per day. The highest ridership stations have consistently been Old Town Transit Center Park Avenue, and Newpark Plaza.

Short-term passholders take the majority of trips: from July 2017 to June 2018, 70 percent of trips were taken by Go Passholders (a free pass which enables users to pay a flat fee per trip rather than for a time period), while 20 percent were taken by per trip or weekly passholders. Only 10 percent of trips were taken by longer-term members (monthly or annual).

Shared micromobility devices, such as electric scooters or other bike share systems have not yet been launched in Park City. Summit County banned all dockless scooter companies in April 2019 through a moratorium passed by the County Council. The moratorium, found in County Code Title 6 Chapter 5, states that "No Scooter-Share Program shall be operated within the unincorporated areas of the County." This leaves the option for cities in Summit County to regulate scooter share as they desire. Scooter share and other shared micromobility systems may be worth exploring to provide first- and last-mile connections to transit stops and other destinations. Park City has a limited amount of space for docked micromobility systems, limited on-street bike lanes, and sometimes crowded multi-use pathways, which should be considered when determining micromobility system implementation.

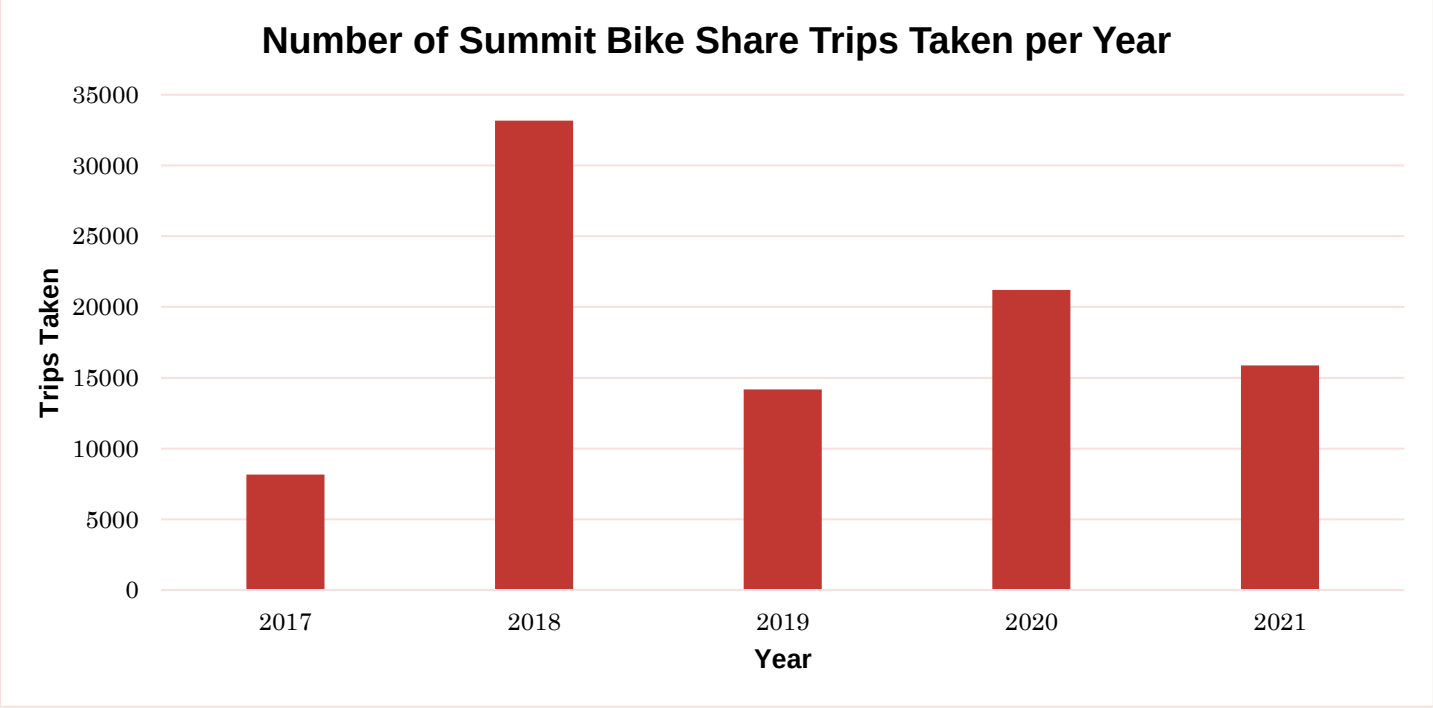


Chart 1: Number of Summit Bike Share Trips Taken per Year, note that complete 2021 data was not yet available

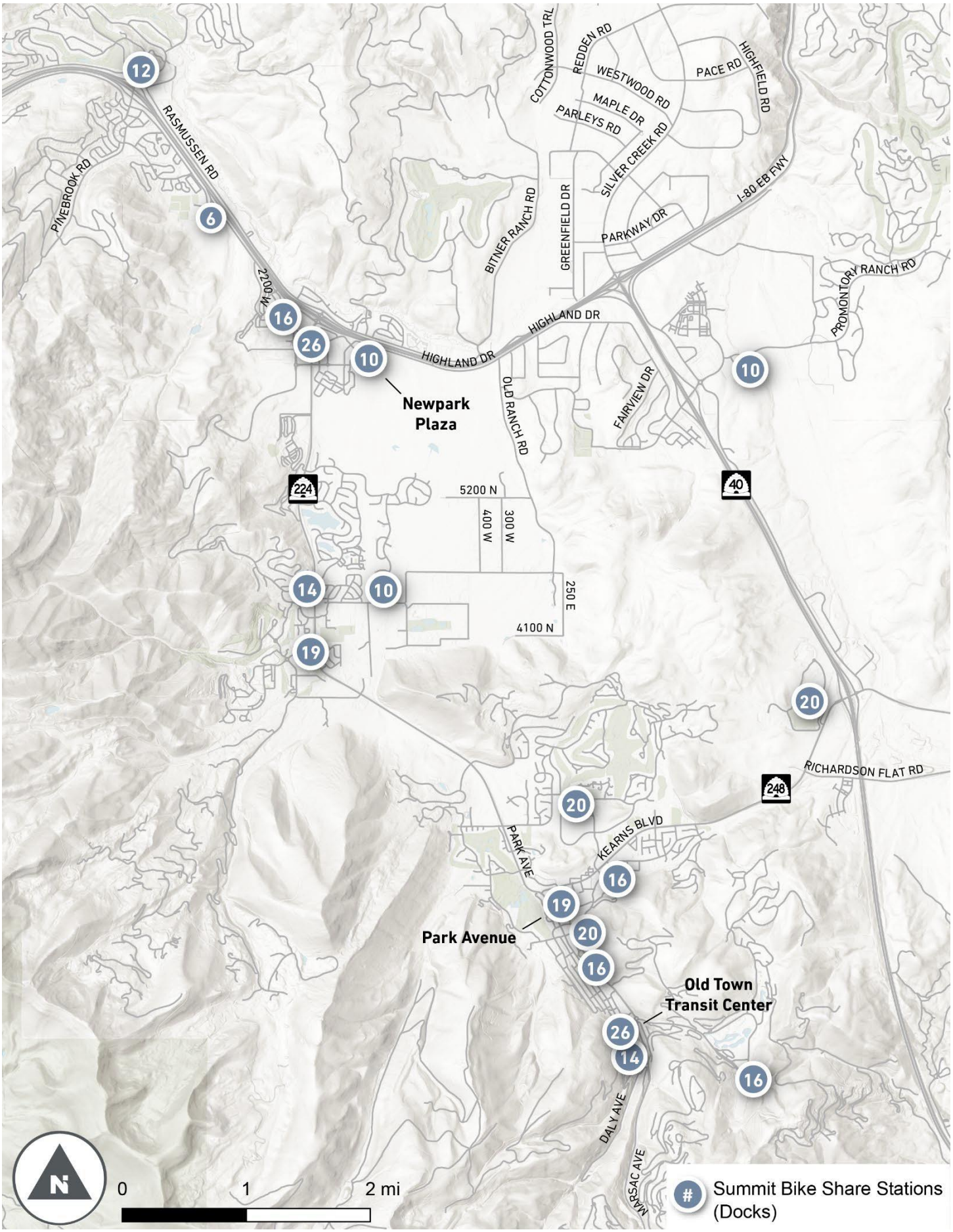


Figure 2: Park City Bike Share Stations

Bicycle Network Analysis

People for Bikes' City Ratings to score and rank communities by their progress toward improving bicycling. Park City currently scores, 34 on a 100-point scale. A component of the scoring process is the Bicycle Network Analysis (BNA) score, which indicates which streets are low stress and which streets are high stress for bicycling. The majority of Park City streets are low stress (indicated in blue). High stress streets include Park Avenue, Kearns Boulevard, and Deer Valley Drive, (indicated in red) as shown in **Figure 3**. The Park City Bicycle and Pedestrian Plan should recommend and prioritize bicycle facilities across, adjacent to, and along these major roadways to improve bicycle connectivity.

Readers should note that many of the low-stress routes shown on this map are off-street singletrack trails; analysis of and recommendations for these trails are not within the scope of this project.

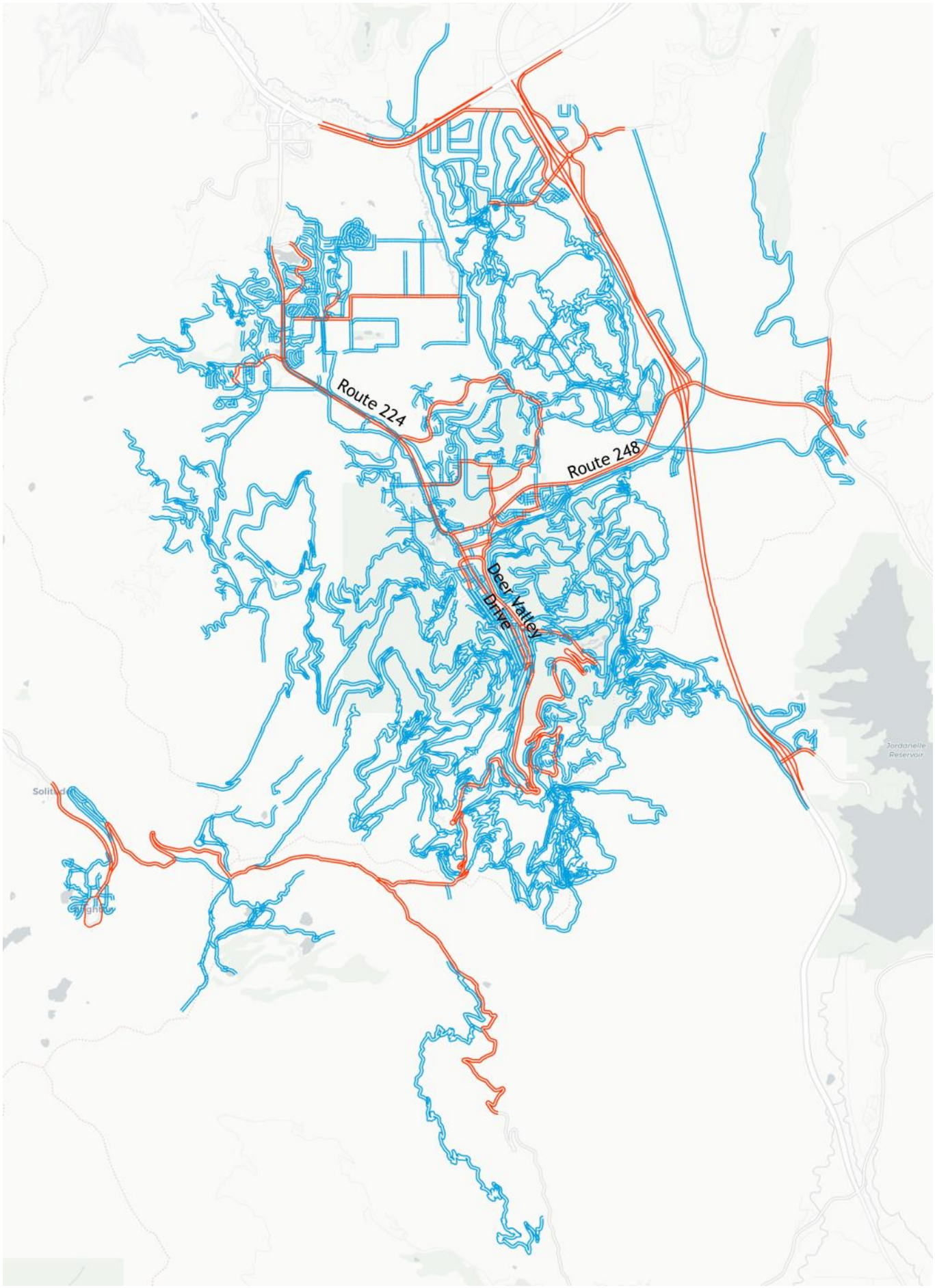


Figure 3: Park City Bicycle Network Analysis Map by People for Bikes (February 27, 2021)

Bicycle Friendly Communities

The League of American Bicyclists' Bicycle Friendly Community program provides a review of infrastructure, programming, and policy related to bicycle engineering, encouragement, education, evaluation &and planning, and equity and inclusion to designate communities as Bronze, Silver, Gold, Platinum, and Diamond Bicycle Friendly Communities. When communities apply to the program, the League produces an overall report card reflecting the bicycle friendliness of a community (**Figure 4**). Park City has been awarded the Gold level of recognition based on the City's, strong bike culture, policies, and practices that encourage ridership. To reach the Platinum level, the League expects increased ridership, accessibility for new riders, and increased advocacy. Specific suggestions in the report card include:

- Implement comprehensive wayfinding for on- and off-street bicycle facilities, sidewalks, multi-use pathways, and trails to aid users in navigating and selecting appropriate routes
- Establish attractive, convenient, and comfortable "Bike Boulevards" to welcome riders of all ages and skill levels
- Support local League Cycling Instructors (LCIs) to increase bicycle education
- Increase the network connectivity by providing local and smaller connections to major bikeways and trails. Park City is rated 5.4 out of 10 for "Engineering: Bicycle network and connectivity".
- Increase the number of bicycle commuters. Currently 0.7% of Park City commuters bicycle to work while the Platinum-level average is 13.6% of commuters.
- Decrease the number of crashes involving bicyclists. Park City has 294 crashes per 10,000 bicycle commuters whereas the Platinum -level average is 100.

Figure 4: Park City Bicycle Friendly Community Report Card by the League of American Bicyclists (Fall 2017)

Transit Network

Park City's transit network includes 155 transit stops serving 5 bus routes and a trolley line operated by Park City Transit, and 2 regional bus routes operated by High Valley Transit, which began service in Summer 2021. Both local and regional transit services are fare free, with both systems running as little as 15- minute frequencies. High Valley Transit Routes connect Park City residents to Old Town, Park City Mountain Resort, Deer Valley, Park City Hospital, Canyons Village Transit Hub, the Kimball Junction Transit Center, Ecker Hill Park & Ride, and Jeremy Ranch Park & Ride. Park City Transit provides local connections between Deer Valley Resort, Park City Mountain Resort, Old Town, Prospector Square, and Park City Schools. Between 2015 and 2019 (before the agency's split into Park City Transit and High Valley Transit), Park City Transit with December through March being the highest ridership months. During the average winter season during this same time period, Park City transit experienced 20 to 40 daily boardings per 100 residents, with fewer than 15 daily boardings per 100 residents for the rest of the year. This seasonal shift in ridership strongly indicates that transit is a core mobility choice for winter visitors, as well as residents who walk or bicycle more during the summer months. The notable ridership spike in January also indicates that visitors and residents attending the Sundance Film Festival heavily utilize Park City transit services.

This Bicycle and Pedestrian Plan will complement Park City Transit service by prioritizing recommendations around transit stops, particularly around the busiest stops. Bus stops should have safe and comfortable first- and last-mile connections, especially because most transit users walk to bus stops.

The following five stops have the highest use in the system:

1. Old Town Transit Center
2. Park City Mountain Resort
3. Kimball Junction Transit Center
4. Fresh Market
5. Deer Valley Snow Park

Image 1: Park City Transit Routes as of December 2021

Demographics & Travel Patterns

Population and Households

Park City is home to a population of over 8,000 people, while Summit County has a population of over 42,000. The City has grown at a rate of 12.8 percent between 2010 and 2019, slightly lower than Summit County's growth rate of 16 percent but more than double the State of Utah's overall population growth of 6.3 percent. Park City's median household income of $111,000 is slightly higher than Summit County's median household income of $102,958 and significantly higher than Utah's median household income of $71,621. There is a higher concentration of poverty in Park City (8.8 percent) than Summit County (4.7 percent) while the City's poverty rate is consistent with the State of Utah's (8.9 percent). People living in poverty often have limited transportation options and rely on walking, bicycling, and transit to get to work, school, or other destinations.

	Park City	Summit County	Utah
Population (2019)	8,526	42,145	3,205,958
Population Growth (2010 – 2019)	12.8%	16.0%	6.3%
Median Household Income	$111,000	$102,958	$71,621
Population in Poverty	8.8%	4.7%	8.9%

Table 2: Park City, UT Population Demographics Compared to Summit County and Utah. Source: US Census Bureau (2019 5-Year Estimates)

Like the rest of Summit County and Utah, Park City is majority White alone. However, Park City is notably more racially and ethnically diverse (**Table 3**). In particular, the City has a strong population of Latino residents who add culture and life to the community. Over the last two decades, Park City has undergone significant demographic shifts, such as a higher portion of residents speaking a language other than English at home (20%) and the population of adults over the age of 65 has more than doubled since 2000.

Race and Hispanic Origin	Park City	Summit County	Utah
White alone	71.1%	84.0%	77.8%
Black or African American alone	2.3%	1.2%	1.5%
American Indian and Alaska Native alone	0.3%	0.6%	1.6%
Asian alone	4.5%	1.9%	2.7%
Native Hawaiian and Other Pacific Islander alone	0.0%	0.1%	1.1%
Two or More Races	4.7%	1.7%	2.6%
Hispanic or Latino	19.6%	11.5%	14.4%

Table 3: Park City, UT Race and Hispanic Origin Compared to Summit County and Utah. Source: US Census Bureau (2019 5-Year Estimates)

Commute Patterns

According to the 2019 American Community Survey 5-Year Estimate, a lower portion of Park City commuters drive alone to work compared with Summit County (70.8%) and Utah (76%) (**Table 4**). A higher share of Park City commuters rode public transit (4.8%), walked (7.9%), or biked (2.1%) to work than their Summit County and Utah counterparts. Moreover, nearly 13 percent of Park City and Summit County residents worked from home in 2019, prior to the COVID-19 pandemic. The mean travel time to work in Park City was 20 minutes, lower than Summit County's and Utah's average commute times.

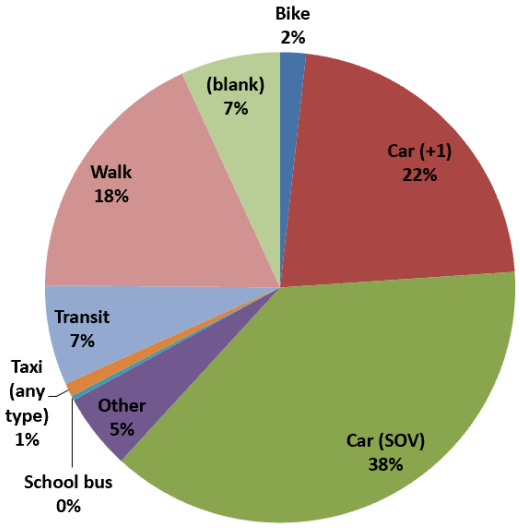
Forty-seven percent of work commutes for Park City residents occur within Park City, with another 43 percent of commutes going toward Wasatch Front and Kimball Junction/Snyderville Basin (US Census, 2015).

Commuting to Work	Park City	Summit County	Utah
Drive alone	63.9%	70.8%	76.0%
Carpooled	6.6%	7.8%	10.8%
Public transportation	4.8%	2.1%	2.4%
Walked	7.9%	2.7%	2.5%
Bicycle	2.1%	0.7%	0.7%
Other means (e.g., taxi, TNC, motorcycle)	1.9%	2.2%	1.0%
Worked from home	12.8%	13.7%	6.6%
Mean travel time to work (minutes)	20.0	24.6	21.9

Table 4: Park City, UT Means of Travel to Work Compared to Summit County and Utah. Source: US Census Bureau (2019 5-Year Estimates)

As part of the Park City Forward transportation master plan, Park City conducted a survey in 2019 of residents' travel behaviors using opt-in cell phone GPS tracking. The data showed that about 20% of trips made within Park City are done by active transportation modes (**Chart 2**) and 11% of overall trips in Park City are done by active modes (**Chart 3**)—this data is consistent with US Census American Community Survey estimates.

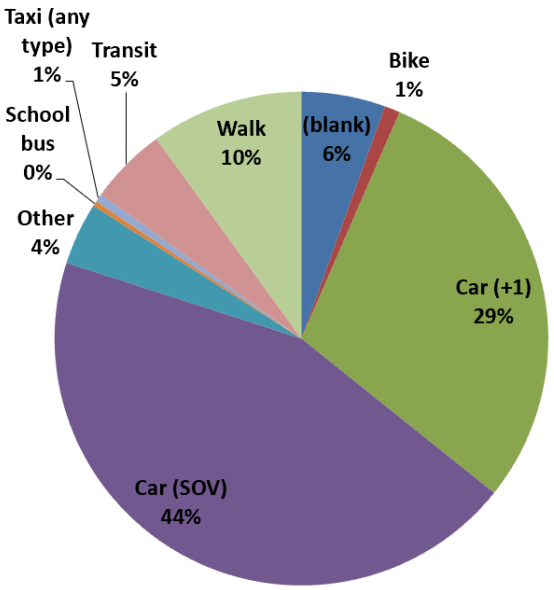
Within PC



	Trips	Percent
Car (SOV)	492	38
Car (+1)	288	22
Walk	234	18
Transit	89	7
(blank)	89	7
Other	68	5
Bike	23	2
Taxi (any type)	12	1
School bus	4	0

Chart 2: 20% of trips made within Park City are done using active transportation modes

To, From, and Within PC



	Trips	Percent
Car (SOV)	1053	44
Car (+1)	696	29
Walk	238	10
(blank)	131	6
Transit	121	5
Other	97	4
Bike	24	1
Taxi (any type)	24	1
School bus	24	1

Chart 3: 11% of trips to, from, and within Park City are made using active transportation modes

Eco Counter Trail Use Data

Park City's paved trail network features in-ground Eco Counter trail counters to track trail use.

. The Poison Creek Trail gets the most use of the three, likely because it is located in the most densely populated sections of Park City (**Chart 4**). The Rail Trial facilitates the second highest amount of use. It connects neighborhoods farther from the center of town into the core of Park City. Lastly, the McLeod Creek Trail, which connects Park City to the Snyderville Basin, sees the lowest use of the three major paved trails.

The trail counters also clearly tell a story of how people travel differently between warm and cold seasons (**Chart 5**). Cycling in particular gains popularity with warmer weather.

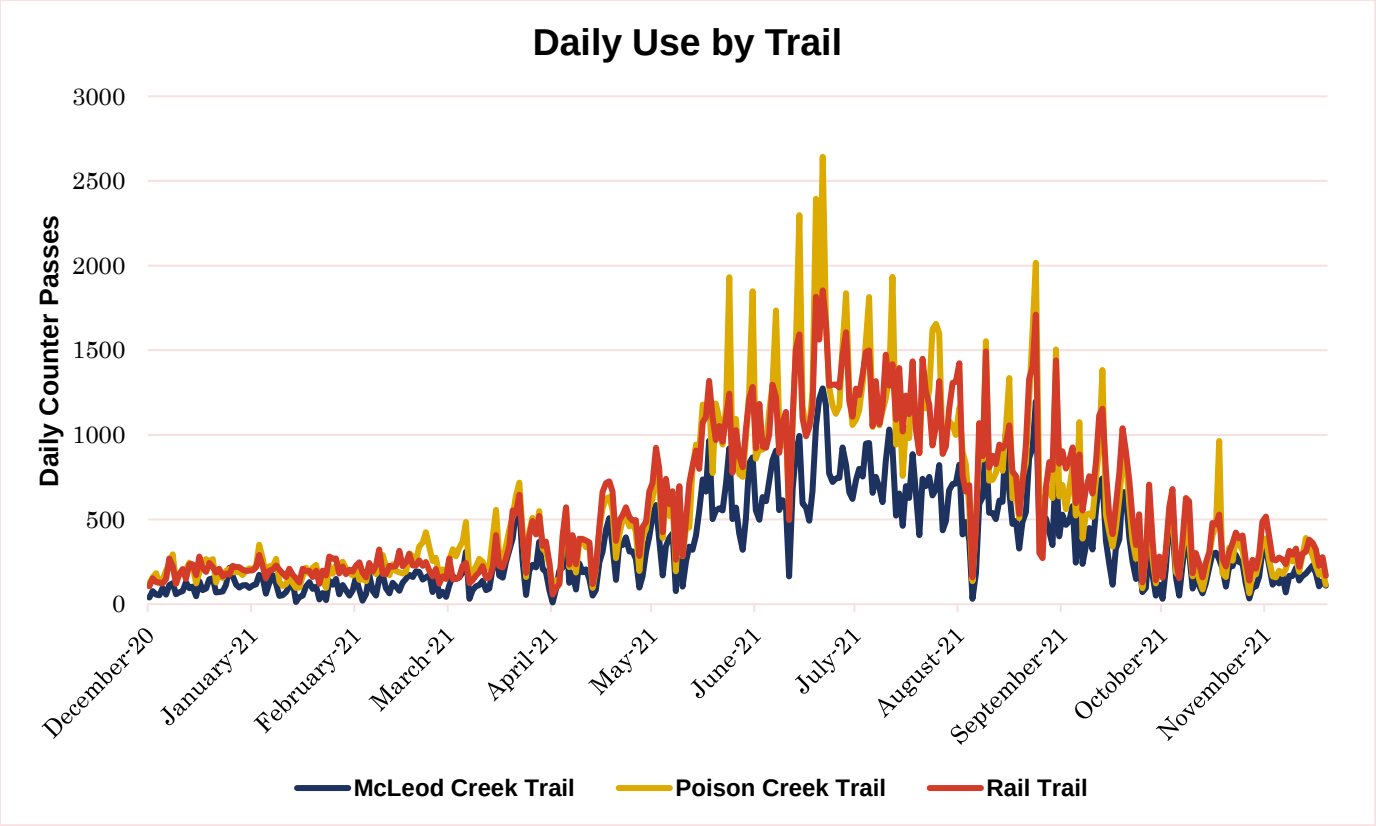


Chart 4: Paved trail use is significantly higher during warm months

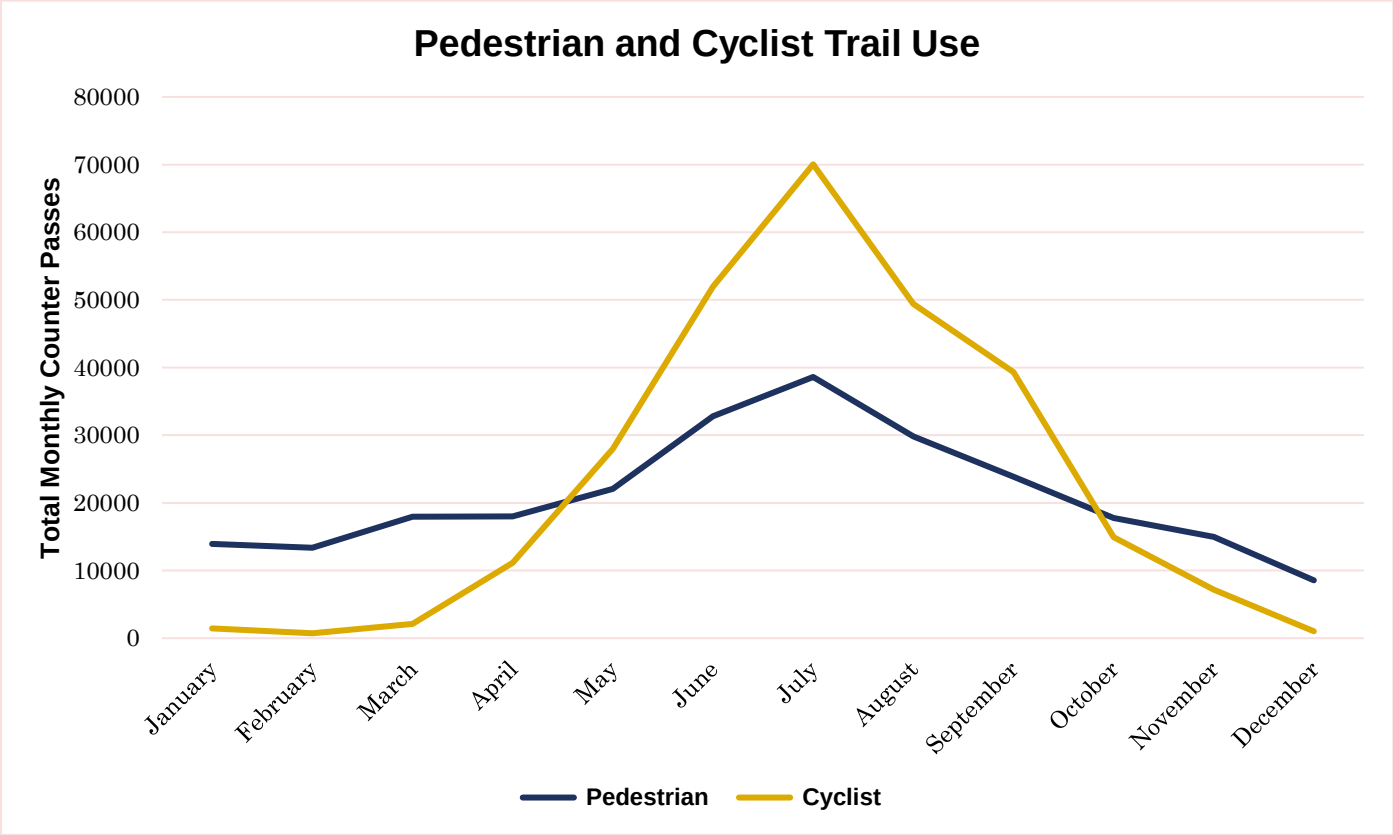


Chart 5: Cycling trail varies greatly by season compared to pedestrian trail use

Strava Data

Strava's Metro data dashboard displays ridership heatmaps showing where people log cycling trips in Park City. The Strava app allows athletes to track their cycling, hiking, or other non-motorized trips to review their distance, speed, and time. The app is popular for recreational and athletic cycling, but not commonly used for commuting. A quick scan of the map (**Image 2**) shows that riders who log their trips on Strava cycle almost everywhere in Park City and that the paved pathways, singletrack trail network, arterial, and collector streets see the most cycling trips.

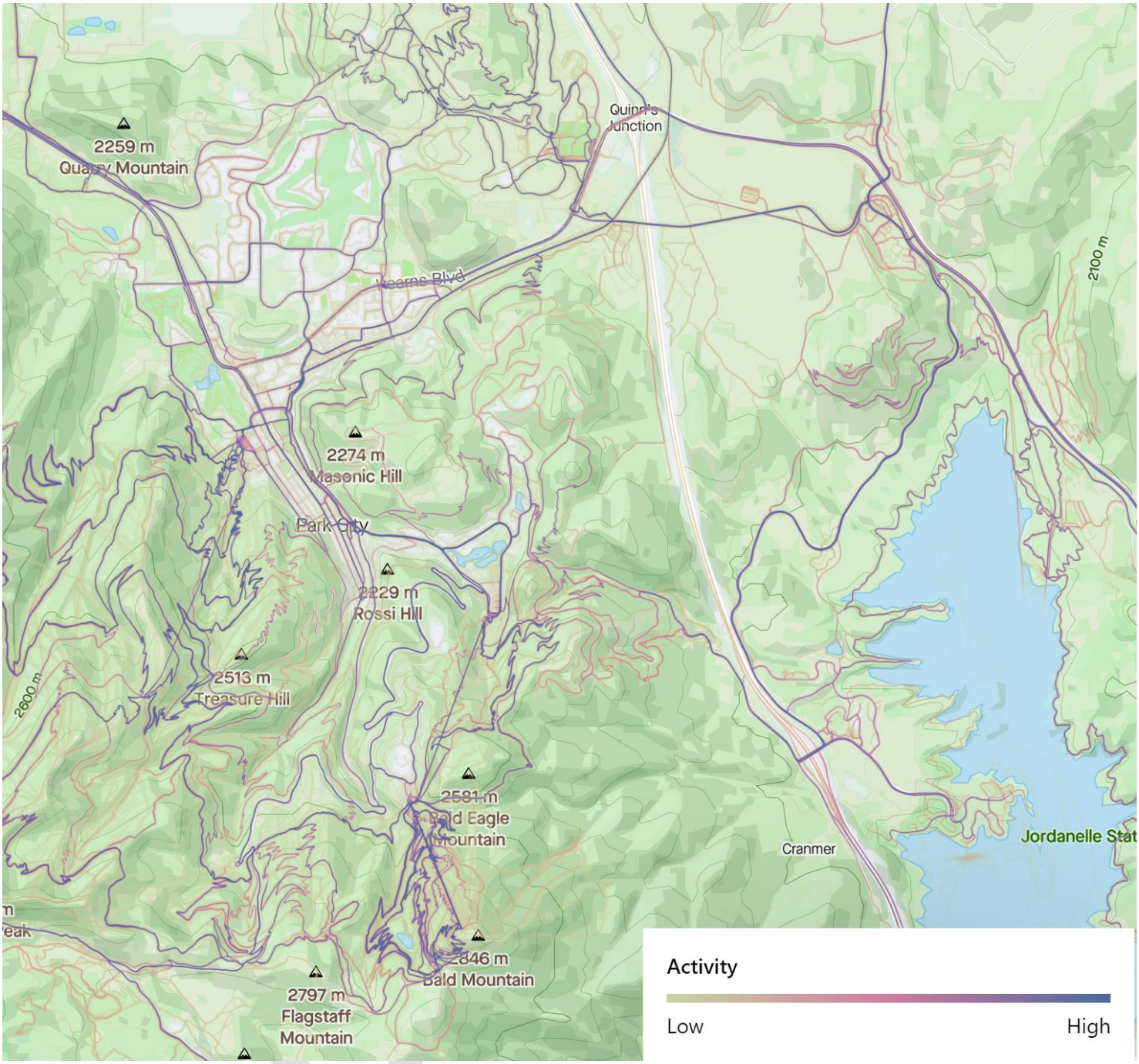


Image 2: Strava Metro Heatmap of Park City, 2020-2021

Strava can also tell us the purpose of someone's cycling trip based on their travel history. Repeated trips are classified as commute trips while sporadic cycling trips are classified as leisure trips. According to Strava, the vast majority of cycling trips in Park City are done for leisure (**Chart 6**). However, trips logged on Strava are more likely to be for recreational purposes. So, while the data is informative, it may be slightly skewed.

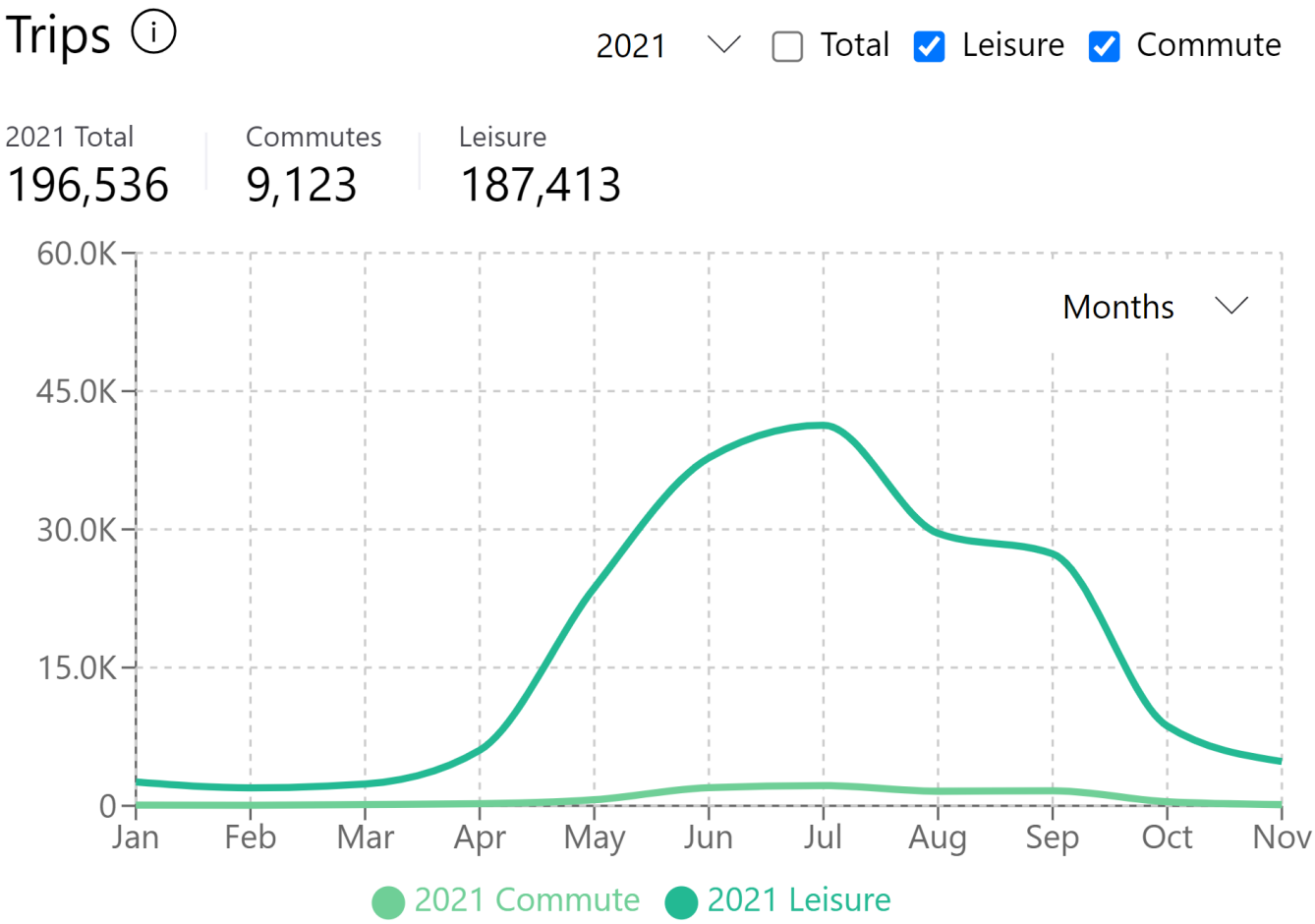


Chart 6: Leisure trips dominated commute trips logged in Strava in 2021Lastly, Strava trips are classified by residency status. Visitors logged 86% of the trips logged on Strava in Park City in 2021. This is not surprising due to the tourist economy and popularity of Park City as a regional destination for recreational cycling, including mountain biking, road cycling, and leisure cycling.

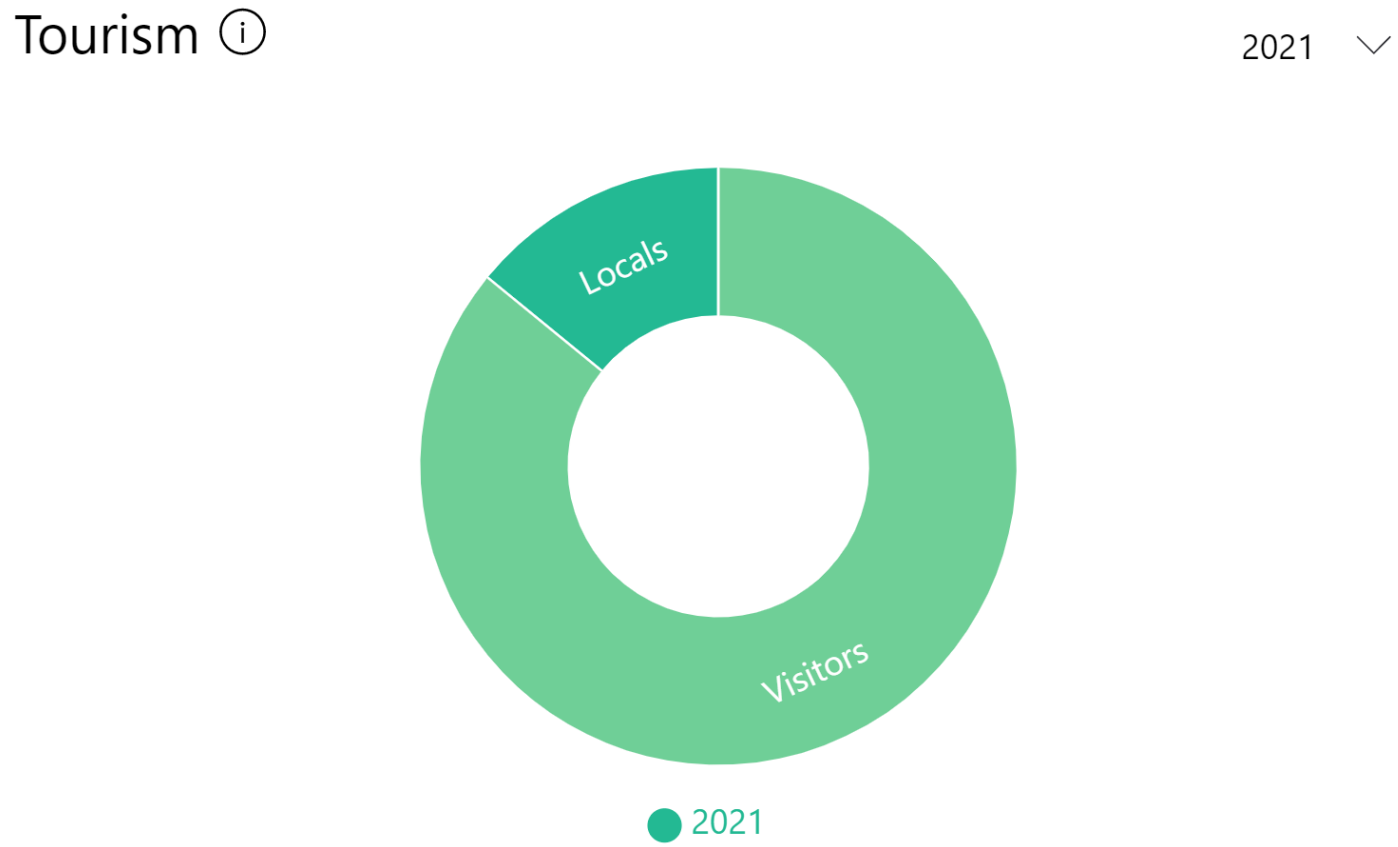


Chart 7: Visitors logged 86% of cycling trips on Strava in Park City in 2021

Key Districts for Transit, Walking, and Biking

The 2022 Short Range Transit Plan identifies where Park City's transit-dependent population lives (**Image 3**). Those who ride transit are also active transportation users, as most bus riders walk to bus stops. Targeting infrastructure investment in and around these transit-dependent areas will improve the conditions for those who walk Park City streets the most.

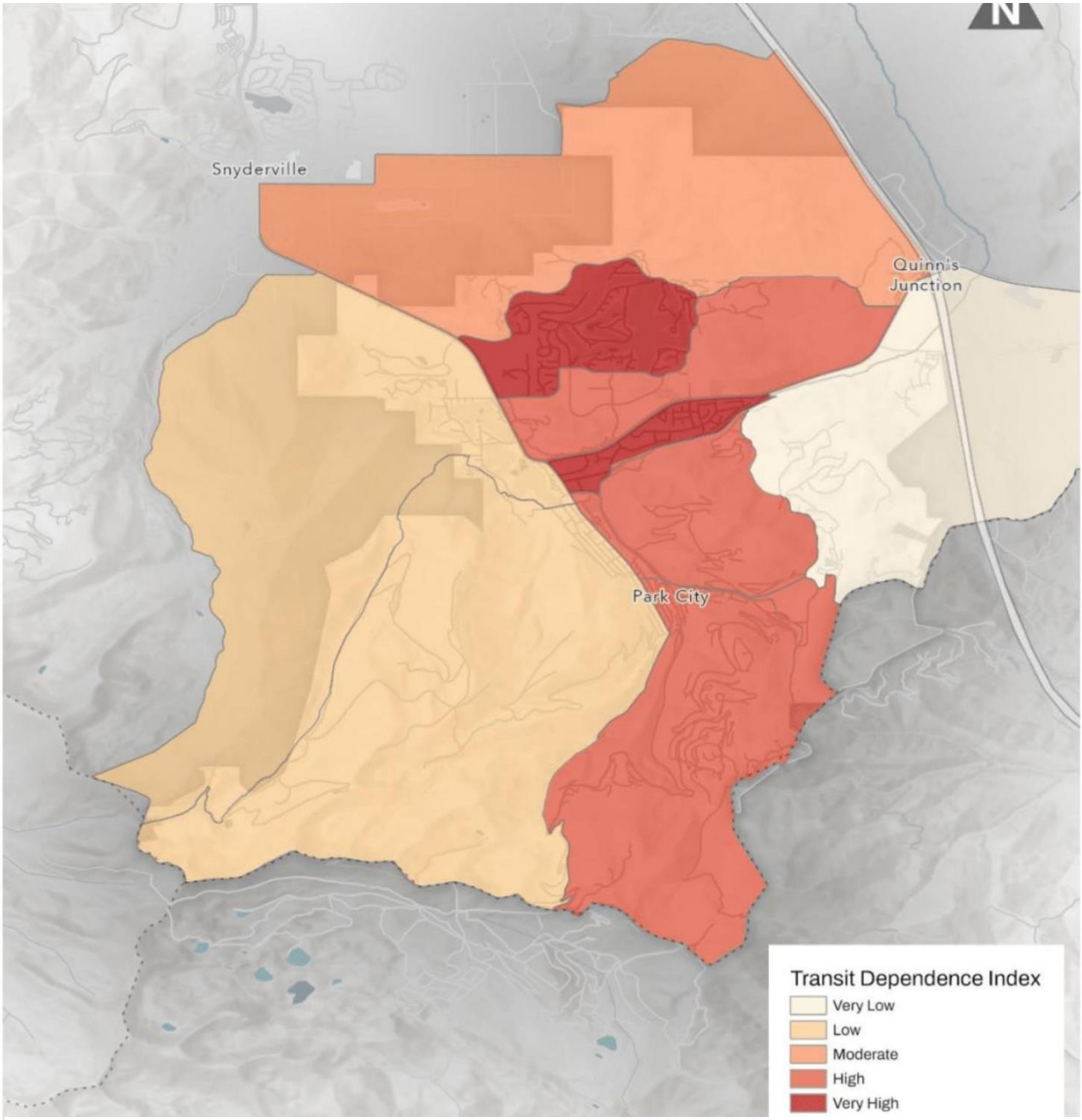


Image 3: Park City's Transit Dependent Populations, 2022 Park City Short Range Transit Plan

Students at Park City School District's McPolin Elementary School live roughly within a two-mile radius of the site (**Image 4**). This puts many children in a bikeable or walkable distance of the school. The City should make targeted investments to improve the safety and convenience of school commute trips.

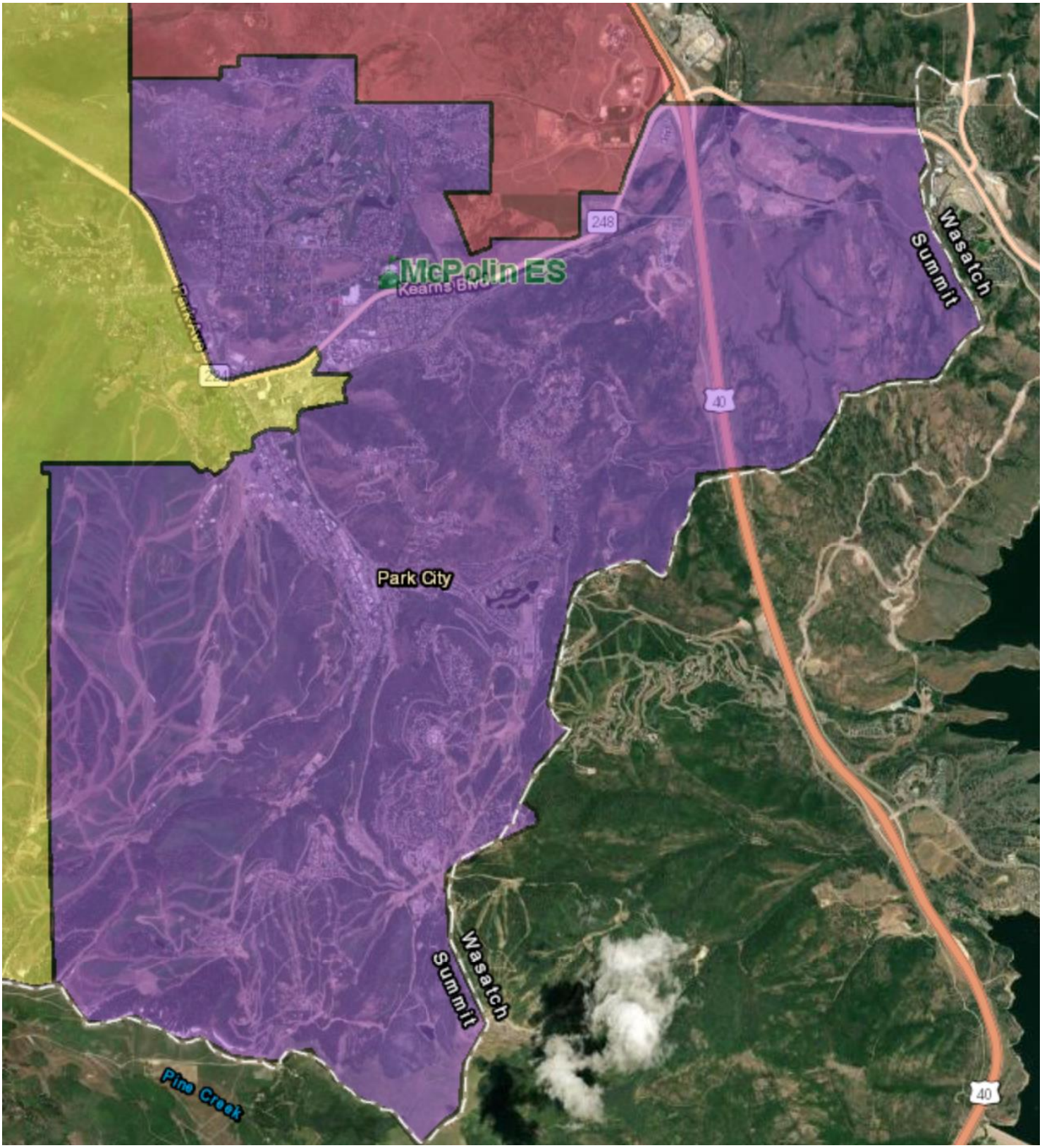


Image 4: McPolin Elementary School Boundaries, 2021, Park City School District

Regional Center

Park City serves as an employment, education, and recreation center for the region. Over 10,000 workers commute into Park City each day, with 65 percent of commuters coming from Wasatch Front and the Kimball Junction and Snyderville Basin area (US Census, 2019). Furthermore, over 75 percent of students in the Park City School District live outside of Park City municipal boundaries. Given the flow of commuters into and out of Park City, combined with limited entry points into Park City, emphasizing and elevating active modes is critical to managing

travel demand and congestion.

The two major entrances to Park City, State Route 248 and State Route 224, carry a large amount of vehicle traffic and experience significant congestion during morning inflow and evening outflow. 2019 UDOT Traffic Counts show that SR-224 (Park Avenue; four travel lanes) carries an annual average of 31,000 cars per day and SR-248 (Kearns Boulevard, two travel lanes) carries 19,000 cars per day within city limits. The City has made great efforts to make walking and biking parallel to these corridors safe and comfortable—both routes have paved pathway alternatives. However, the commute distance is still too great for many employees and students who live outside Park City to walk or bike. The City could work in partnership with Summit County and UDOT to ensure that first- and last-mile connections to regional transit service are safe and convenient to relieve congestion on the two highways into Park City. The BRT systems planned for both highways will provide a convenient alternative to driving and will support active transportation.

Key Destinations and Popular Cycling Routes

Identifying destinations where people are likely to walk or bike helps inform locations where bicycle and pedestrian improvements may spur potential new trips. These types of locations include parks, schools, hospitals, community centers, and other trip generators. These locations can be found in **Figure 5**, and include the following destinations:

- Park City Mountain Resort, Deer Valley Resort, and Canyons Village
- Old Town, especially Main Street
- Prospector Square and Iron Horse commercial district
- Park City School District schools
- Park City MARC
- Grocery stores, including Park City Market and Fresh Market
- Transit centers, especially Old Town Transit Center and the Fresh Market bus stop
- Park City Hospital and other businesses in the Quinn's Junction area
- Subsidized housing, including a cluster of subsidized housing toward the City's southern boundary
- Singletrack trailheads

Strava Metro data can tell us what the most popular cycling routes are between areas of the city. **Figure 6** shows the most popular cycling routes between a few neighborhoods and key destinations in Park City. This data shows that the City's collector and arterial streets are the most popular place to cycle. However, it is important to recognize that Strava users tend to be "bold and fearless" cycling enthusiasts who have been conditioned to riding on high-volume and high-speed routes. People are also more likely to log trips on Strava when they are out for a long-distance or high-speed recreational ride rather than a typical commute or casual ride. Given these trends, the data likely undercounts the number of cyclists who ride on low-speed local streets and paved paths.

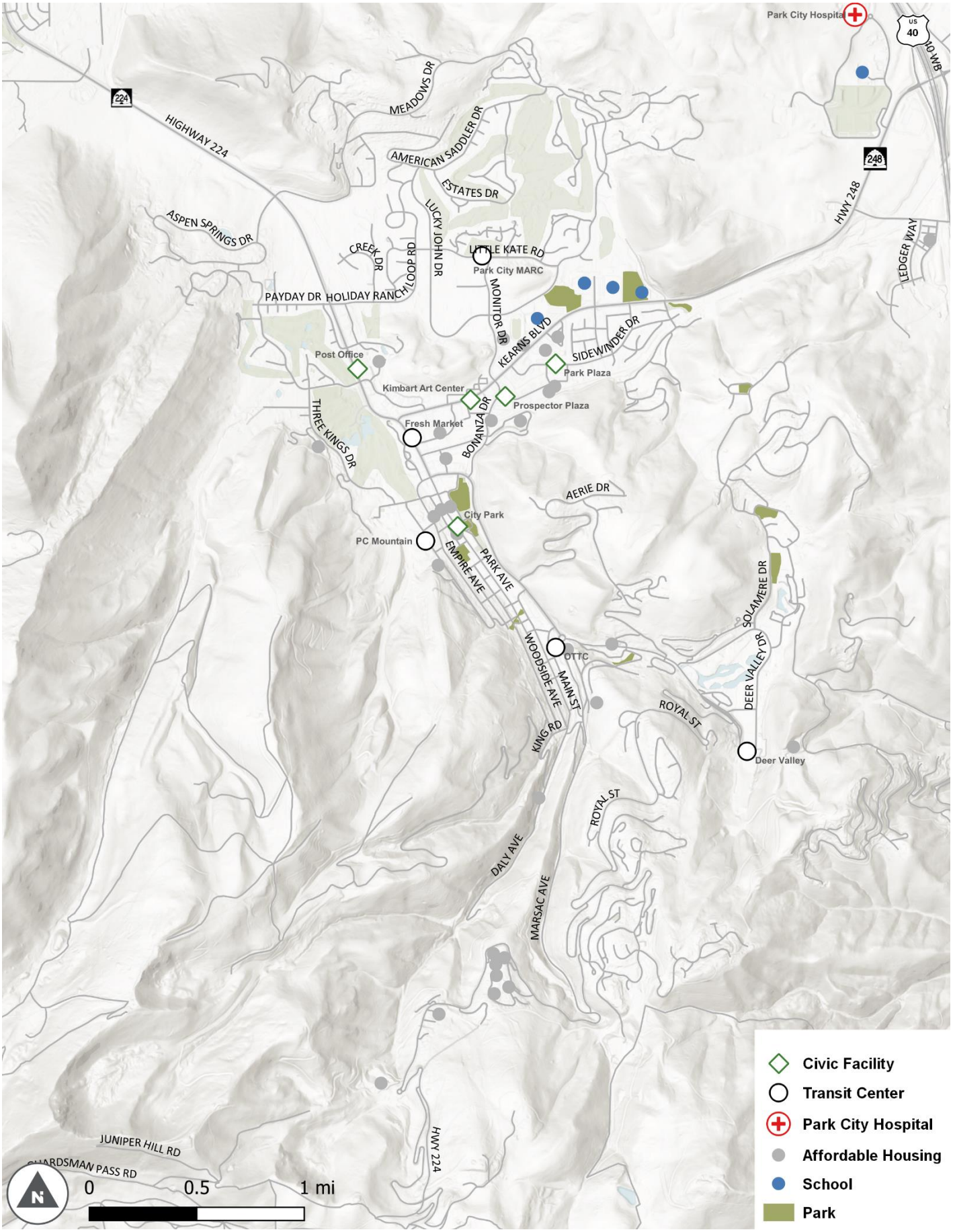


Figure 5: Key Destinations in Park City, UT

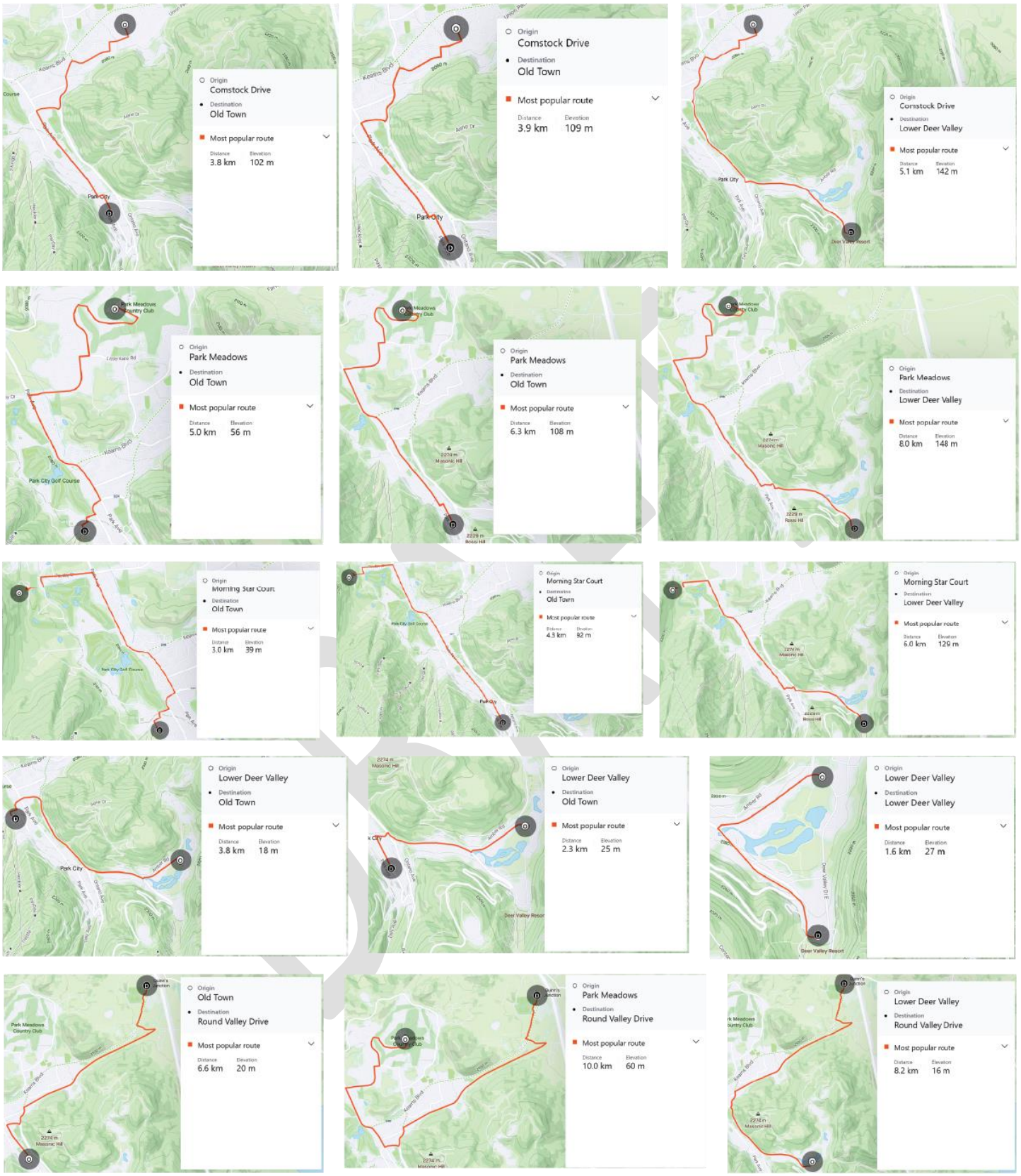


Figure 6: Most popular routes for Strava-logged cycling trips between select neighborhoods and key destinations

Safety

Fatal and Injury Crashes

Between January 2016 and December 2020, there were 2,082 total reported collisions involving all transportation modes in Park City (**Chart 8**), including 410 crashes where at least one person was injured and 3 crashes where at least one person was killed (**Figure 10**). Of the fatal crashes, 1 included a person walking. The 3 fatalities occurred at the following locations:

- Park Avenue at Hotel Park City Driveway (2016)
- Empire Avenue at Silver King Drive (2020)*
- Marsac Avenue between Prospect Ave and Wheaton Way (2020)

*Involved a person walking

Of the crashes that resulted in serious injuries or fatalities, 43 percent occurred at intersections and 57 percent occurred along roadways, at driveways, or at business entrances.

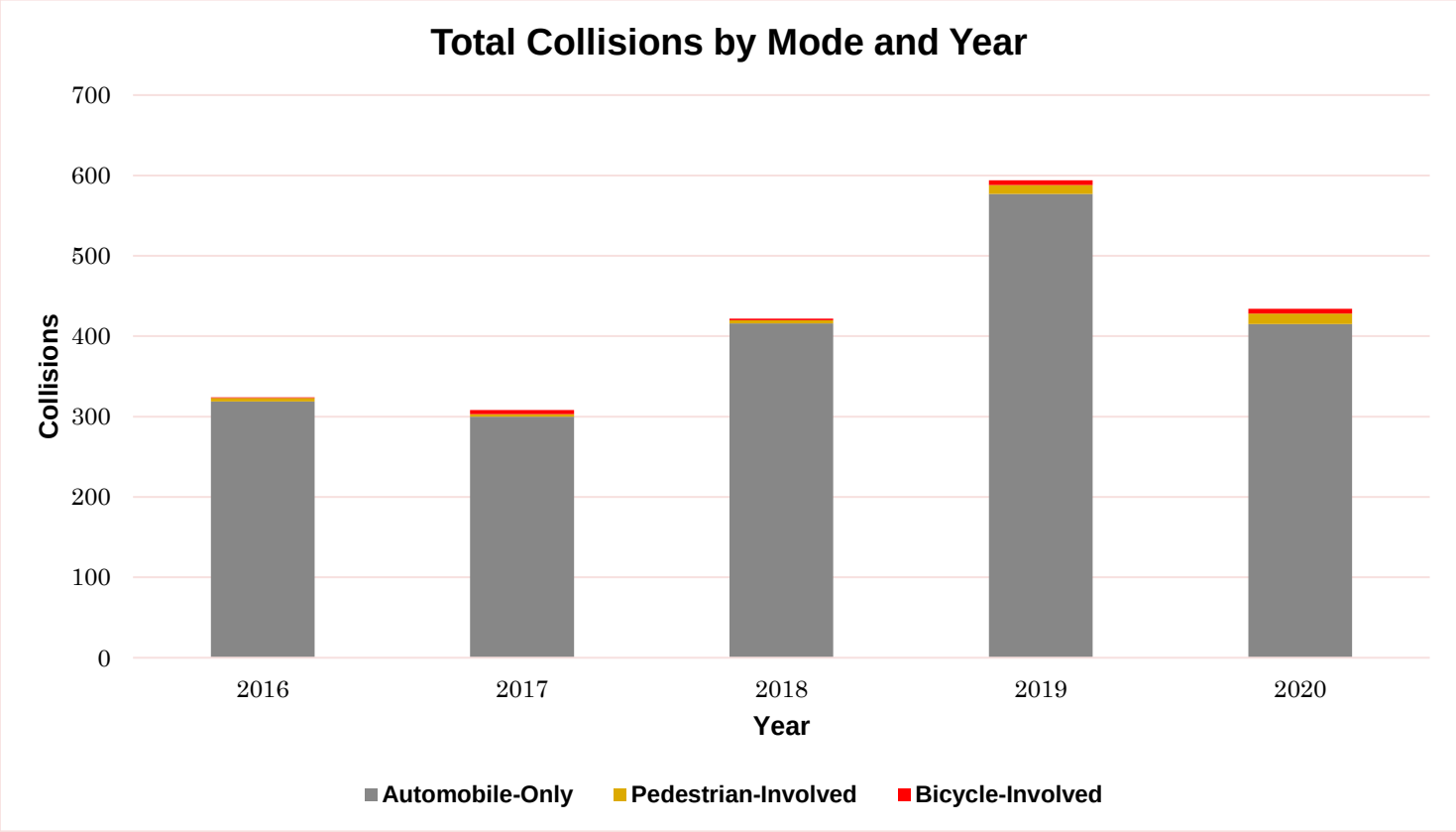


Chart 8: All crashes on roadways in Park City by mode; data from UDOT's Numetric website, Traffic Records division

Bicycle and Pedestrian Crashes

Figure 7 and **Figure 8** display crashes involving people bicycling and people walking, respectively. All crashes also involved a vehicle, confirmed by UDOT's Traffic Records division. Patterns of collisions involving people walking and biking can be found in urbanized areas within Park City, along high-volume and high-speed roadways such as Park Avenue, Kearns Boulevard, and Deer Valley Drive. This indicates a need for better bicycle and pedestrian infrastructure along busy streets. In the period between the beginning of 2016 and the end of 2020, there were 20 total bicycle-involved crashes and 35 total pedestrian-involved crashes. Of these, 1 pedestrian was killed.

Of the bicycle and pedestrian crashes, 53 percent occurred at intersections and 47 percent occurred at non-intersection locations (**Table 5**). Improvements to slow vehicle speeds and separate bicycle and pedestrian

movements from vehicle movements can reduce or eliminate these crashes. Leading pedestrian and bicycle intervals, protected intersections, and curb extensions could decrease the number of crashes involving people walking and bicycling in Park City.

	Four-Way Intersection	T Intersection	Intersection as Part of an Interchange	Not an Intersection	Total
Bicycle-Involved Crashes	3	5	0	12	20
Pedestrian-Involved Crashes	14	7	0	14	35

Table 5: Bicycle and Pedestrian Crash Locations

Ninety-five percent of bicycle crashes and 63 percent of pedestrian crashes occurred during daylight hours (**Table 6**). This is typical due to the higher likelihood that people are walking rather than bicycling at nighttime. Better lighting at intersections and more frequent and safe crossing locations could reduce nighttime pedestrian crashes. The primary factors for collisions involving people biking and walking include failure to yield right of way and contraflow cycling. Providing safe and visible crossings at desire lines for people walking and considering "two-way" separated bike lanes for people biking at certain locations will help reduce these types of collisions.

	Darkness Lighted	Darkness Unlighted	Dawn	Daylight	Dusk	Unknown	Total
Bicycle-Involved Crashes	0	1	0	19	0	0	20
Pedestrian-Involved Crashes	6	4	1	22	2	0	35

Table 6: Lighting Conditions during Bicycle and Pedestrian Crash

Bicycling collisions are concentrated during the summer months (July to September), likely because the weather is more conducive to bicycling. In contrast, collisions involving people walking occurred more frequently during the winter months. Forty-three percent of collisions involving people walking occurred in January and February. The high concentration of collisions involving people walking during the winter months may indicate the following:

- Lack of visibility and snow clearance may pose a threat to safety for people walking and biking, though fewer people bicycle in the winter months
- Collisions involving people walking is positively correlated with spikes in tourism and transit ridership

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Bicycle-Involved Crashes	0	0	0	0	0	0	7	6	6	0	0	1
Pedestrian-Involved Crashes	8	7	3	0	0	4	1	1	3	3	3	2

Table 7: Bicycle and Pedestrian Crashes by Month

Opportunities for Addressing Crashes in Bicycle and Pedestrian Plan Recommendations

An analysis of travel behavior in Park City indicates that residents and visitors are more likely to walk and bike for social activities and crash data indicate that bicycle and pedestrian collisions are concentrated along busy roadways and activity generators. The Bicycle and Pedestrian Plan can address this trend by:

- Recommending a suite of countermeasures, by roadway type, to improve visibility and providing safe crossing facilities mid-block and at intersections
- Paying special attention to improving roadway crossings and visibility on major roadways and near activity generators
- Offering strategies to improve visibility and snow clearance for people walking during the winter months
- Committing to regular maintenance of multi-use paths, sidewalks, and bikeways
- Introducing separated and protected facilities for people biking along major roadways, such as Park Avenue and Deer Valley Road
- Considering "two-way" separated bike lanes at trail crossings, major activity generators, and at major bikeway connections

For Park City and Summit County to achieve their collective vision for a "car-optional" culture, strategies that calm vehicle traffic speeds, improve visibility for people walking and biking, and designing safe linkages within the active transportation network are paramount.

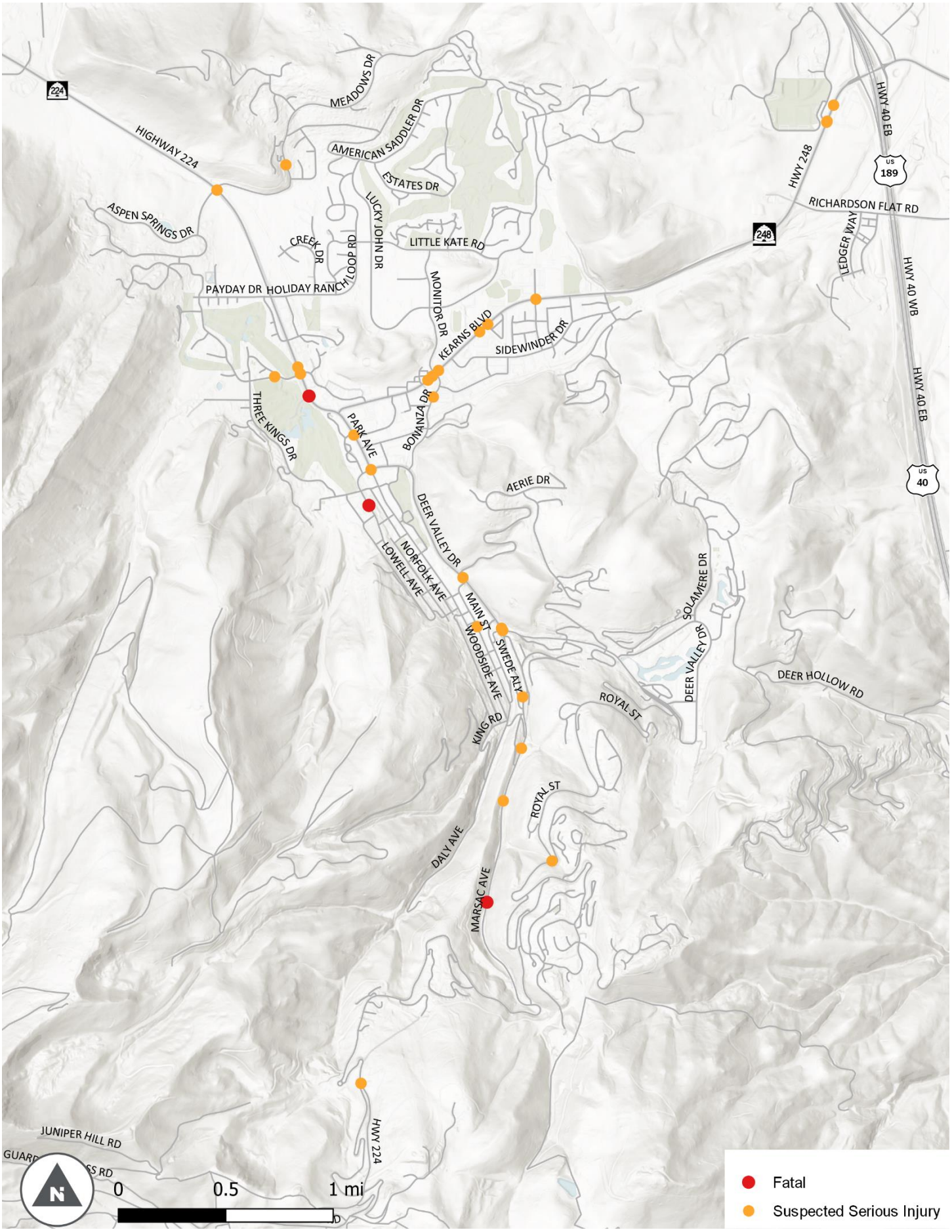


Figure 7: Fatal and Serious Injury Crashes (All Transportation Modes)

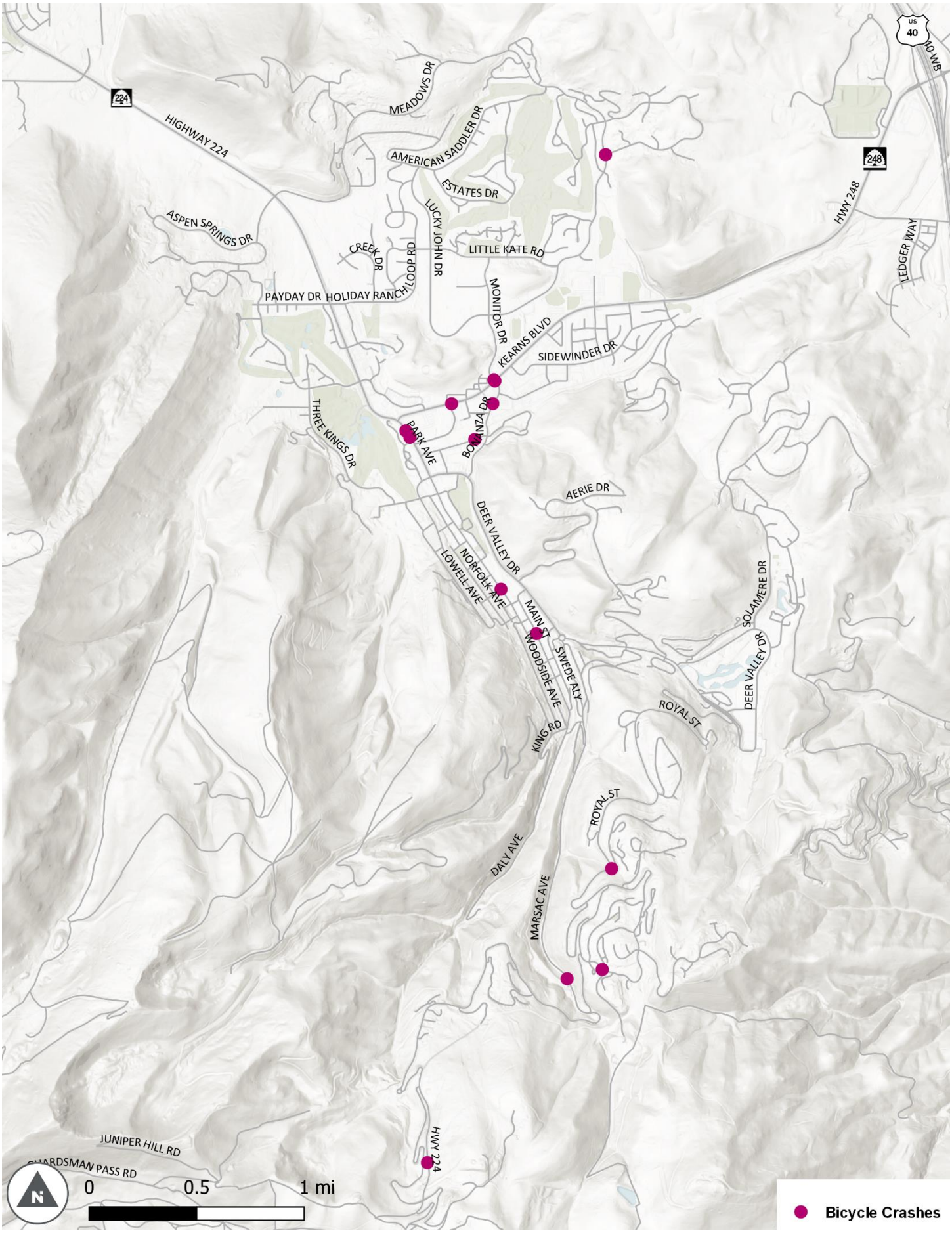


Figure 8: Crashes Involving People Bicycling

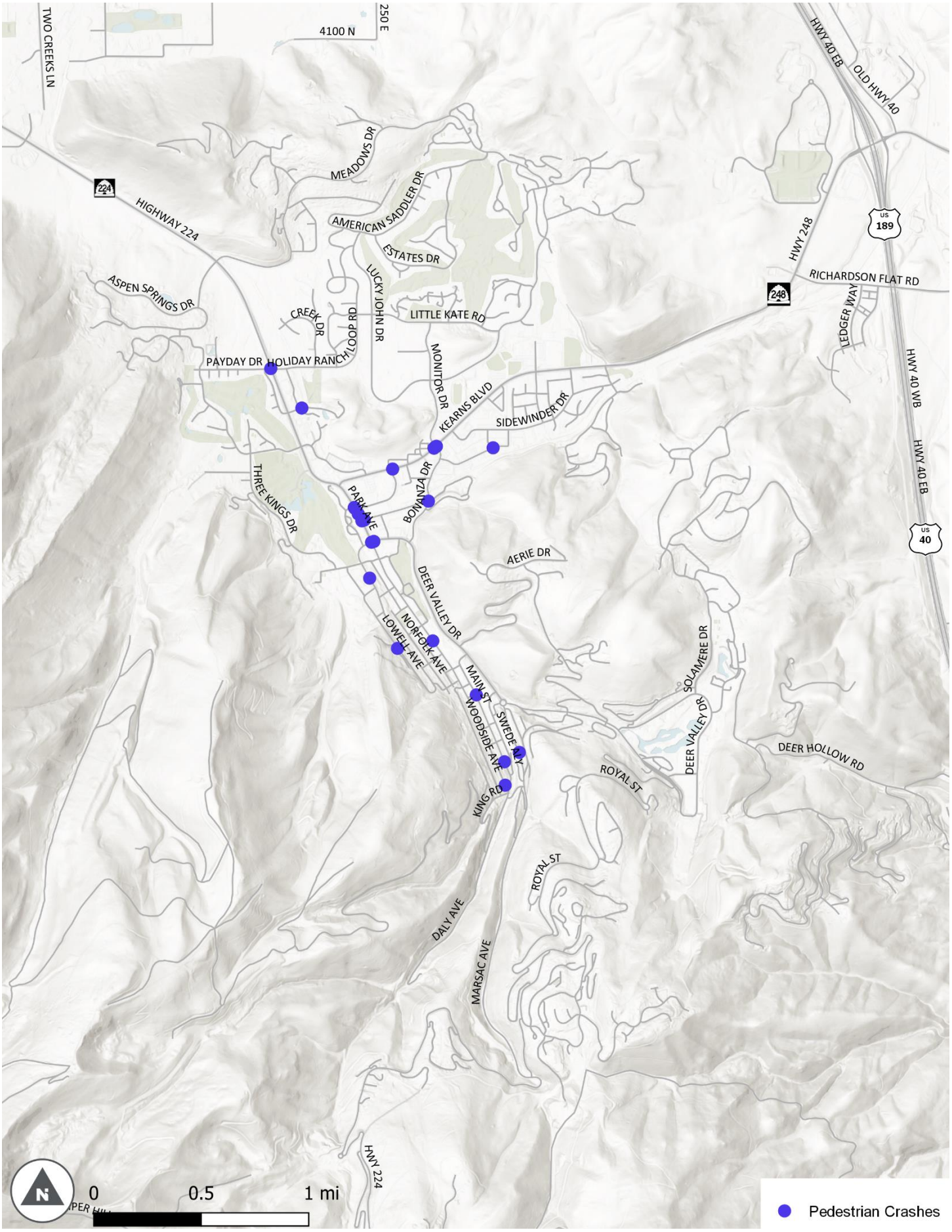


Figure 9: Crashes Involving People Walking

Conclusion

This Needs Assessment identifies the local and regional planning framework guiding the Bicycle and Pedestrian Plan, evaluates existing multimodal networks, analyzes demographic and socioeconomic trends, and summarizes relevant roadway safety data.

The following key findings of this Needs Assessment will be used in later sections of this Plan to identify opportunities to improve cycling and walking conditions in Park City:

- Park City has a robust active transportation network that is built primarily with off-street multi-use pathways.
- Summit Bike Share has operated since 2017 and primarily serves short-term trips and users. The system has struggled in recent years due to lack of bicycles in service.
- Park City's population—like the population of Summit County surrounding it—is majority White alone, high-income, and aging; however, Park City has a higher share of people in poverty and racial minorities than the County. The fastest growing population groups include non-English speakers and people over age 65.
- Park City serves as a regional employment, education, and recreational center. Much of Park City's workforce and school age population commutes into the city from the surrounding area.
- Mobility trends are highly seasonal in and around Park City—bicycling activity trends up during summer months, while transit usage peaks during winter months. This is in large part driven by local tourism, as winter skiing and major events like the Sundance Film Festival likely cause the surge in transit ridership, while warm weather recreation pushes bicycling and hiking activities.
- Use of the City's paved pathway network is high, reaching up to 5,600 counted trips per day on a peak day.
- The share of trips made by walking and biking is higher in Park City than in Summit County or Utah overall. This is largely because of the proximity of destinations, high-comfort multi-use path network, and active lifestyle of Park City residents.
- While the city has developed around economic drivers like winter and summer recreation tourism and special events that bring large amounts of visitors to Park City each year, local and regional planning and policy have recently shifted toward balancing economic growth with the needs and desires of residents, equitable development, and environmental sustainability. Planning is focused on how to make Park City an inclusive and vibrant place to live and destination to visit.
- Key to achieving equity and sustainability is developing a robust active transportation network that makes active transportation safe, easy, and convenient.
- Cyclist- and pedestrian-involved crashes are more likely to occur on busy streets and outside of intersections. Cyclist-involved crashes are more common during summer months when people are more likely to bike. Pedestrian-involved crashes are more common during peak winter tourism months than other times of the year.

These findings are intended to inform the recommendations and prioritization of projects in the Park City Bicycle and Pedestrian Plan.

APPENDIX B

Phase II Public Input Summary

Public Outreach

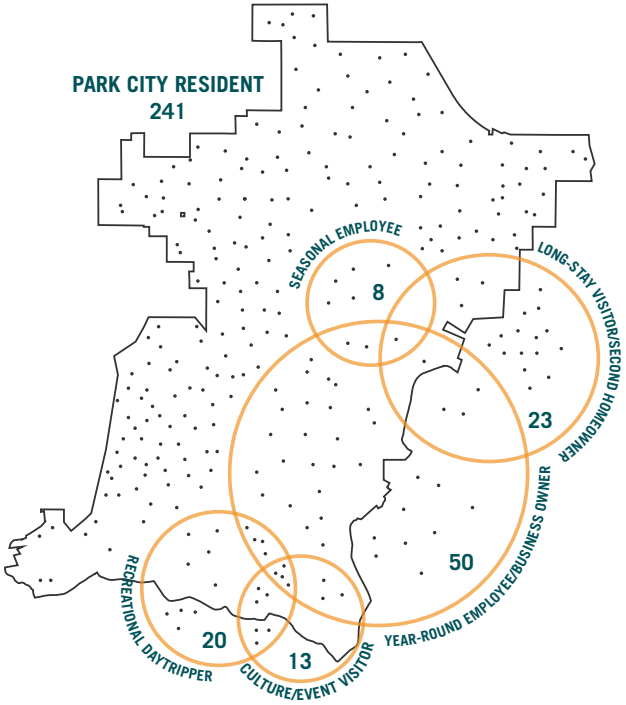
Public outreach for this phase of the project included an in-person open house, an survey, and an interactive map.

The online survey offered respondents the opportunity to rank priorities pertaining to bicycle and pedestrian improvements in Park City. A second question asked them to rank the level of importance of different types of connections throughout the city. Residents could also indicate and describe priorities that were not listed.

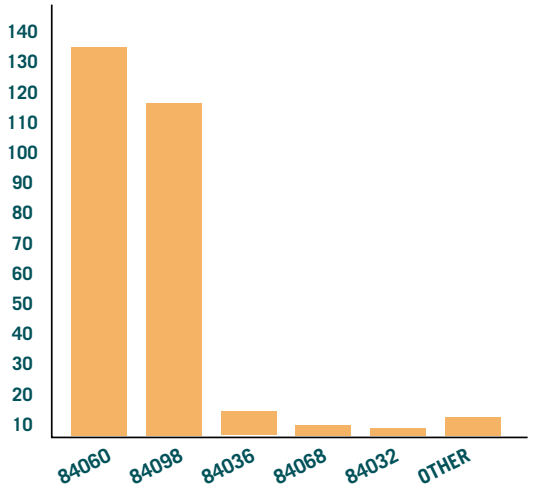
The survey received 280 unique responses, the results of which are laid out in this section. Respondents were asked to identify their relationship with Park City as well as their zip code. The majority of respondents identified themselves as Park City residents, but many are also seasonal employees, culture/event visitors, year-round employees or business owners, second homeowners, or recreational day-trippers.

When it came to priorities for bike and pedestrian improvements, The highest rated first priority was 'more or improved high-comfort routes, physically separated from vehicle traffic', followed by 'more or improved on-street routes'. The highest rated priority for connections was improving connections to trailheads, followed by improved connections to schools and Old Town/ Main Street District. The figures on the next page provide a detailed breakdown of results.

1. Please tell us about yourself (select all that apply)



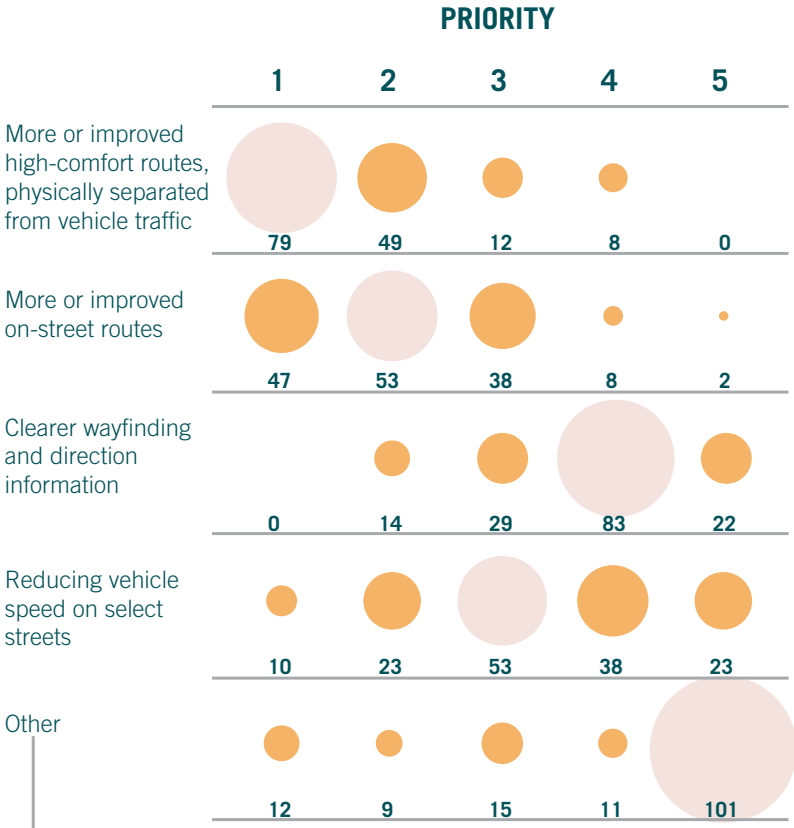
2. What is your zip code?



In addition to the survey, an online interactive map was released to gather community feedback about specific proposed projects and locations. Here, visitors to the site could view the locations and descriptions of existing and proposed high-comfort and secondary bicycle routes and proposed crossing improvement locations. They could like, dislike, or comment on any of the shown features. Users could also drop a pin on the map to make a comment not related to a shown feature.

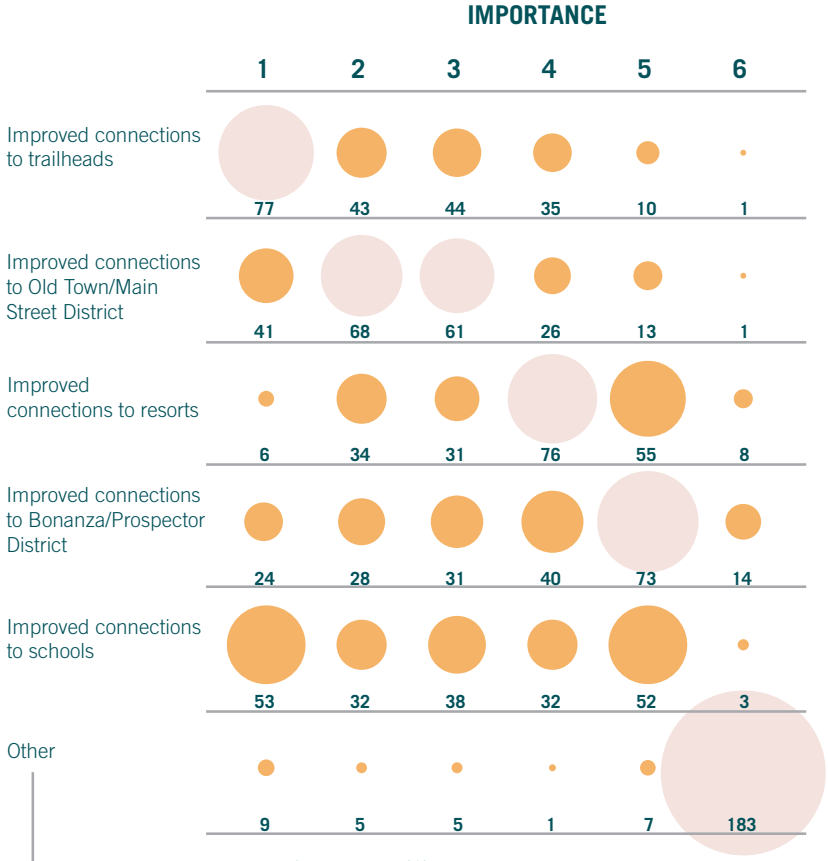
The interactive map received 131 dropped pins, 46 comments on proposed crossing improvements, and 50 comments on existing and proposed routes. Map 2 displays the map features by the number of likes they received during the public comment period, as well as comments on some of the most popular features.

3. What are your priorities when it comes to bicycle and pedestrian improvements in Park City? Number from 1 (highest priority) to 5 (lowest priority)



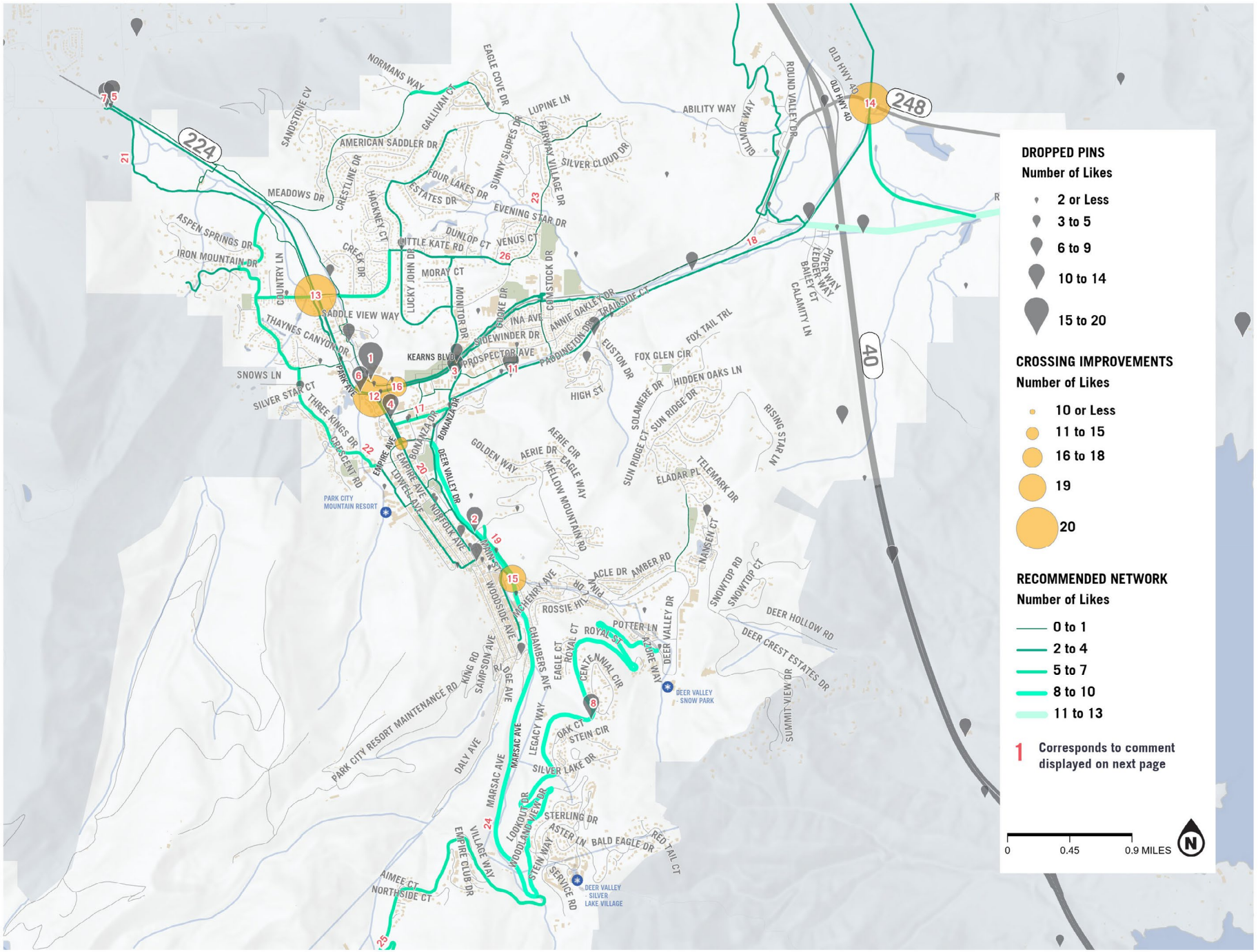
- E-Bike Regulations/Speed Limits (23)
- Separation of Bikes from Pedestrians (10)
- Crossing improvements (10)
- Driver Education/Enforcement (8)
- More Sidewalks/Maintenance (8)
- Regional Connections (4)
- Bike Racks (3)

4. How would you rank the following in terms of importance? Number from 1 (most important) to 6 (least important)



- Regional Connections (6)
- Cyclists Safety Concerns (4)
- E-Bike Regulations (4)
- Encourage Mode Shift (4)
- Connections to Daily Errands/Transit (4)
- Lighting (2)
- Accessibility Concerns (2)

MAP #. PUBLIC COMMENT MAP



Online Interactive Map Comments

Most Liked Comments

DROPPED PINS

1. "This is one of the two segments that would make a "high-comfort" ride from Kimball Junction to Old Town. This should be prioritized"

2. "Residents wanting to get to Lost Prospector trail via Aerie Dr. have to risk their lives to cross Deer Valley or walk towards the roundabout"

3. "Prioritize this to make a "high-comfort" ride from Kimball Junction all the way to old town/ prospector."

4. "Need bike lane, sharrows or widened sidewalk/ trail to improve safety for both pedestrians and cyclists."

5. "More safety or clear markers on 224. Vehicles speed through here, makes road riding not feel so safe."

6. "Improve roadway so that the bike lane/ shoulder doesn't disappear here."

7. "Continue this paved path to connect with path that starts at PC Nursery on this side of the 224"

8. "Clear bike lanes and reduced speed limits on Royal Street"

9. "An "official" connector to Parley's lane from JR would allow a nice loop that connects back to Kilby/ Millennium Trail"

10. "Add a bike lane on Binter Ranch Rd."

11. "A fun and easy single track next to the rail trail would incentivize mtn bikers to ride that and separate them from the foot traffic"

CROSSING IMPROVEMENTS

12. "Need grade separated way to cross Kearns at Park. It's a terrifying intersection"

13. "Crossing Park Ave is a huge obstacle to safely using public transit."

14. "Would be great to figure out grade separated crossing of 248 at rail trail."

15. "It's hard to find the Poison Creek Trail along 224 at Heber"

16. "An underground tunnel here would really help connect Park Meadows to the Bonanza area"

RECOMMENDED NETWORK

17. "This is a dangerous intersection (Bonanza/ IronHorse) where cars don't stop for cross walk. The tunnel at this intersection (and the one closer to City Park) is scary/dangerous. It is dark with blind corners."

18. "The section of this that goes through the neighborhood is annoying to ride on, with all of the bumps with the street crossings, and then cars that aren't looking for bikes as they're trying to get out on 248"

19. "Love the idea of connecting this trail system to poison creek and old town....stopped doing these routes when I had a kiddo and couldn't risk both of us running across the road!"

20. "I ride from my house to the resort all the time and have to admit I have no idea where bikes are supposed to go after the path ends after the golf course."

21. "Continue this path to connect from this path to the path just past the PC Nursery. This would allow pedestrian and bike traffic to remain on the same side of the road"

22. "Yes! Riding a bike on this section of Park Avenue is very dangerous."

23. "This part of Meadows drive is used a lot by runners, walkers, and bikers. If there was a larger continuous sidewalk or walkway the entire route of Meadows it would be safer."

24. "This is a hazardous section for summer bicyclists. The speed limit should be reduced with symbols on the road for bicycle traffic."

25. "This area is fine to bicycle up if you choose your time of day. But if you don't have that luxury, then the vehicle traffic can be intimidating as they come close and speed by"

26. "Getting to the MARC by bike is hard unless you already live in Park Meadows. Anything will help."