



Points for Council Discussion

- **Storm Water Program Funding**
 - CIP estimated totals \$7-10 Million over the next 10 years,
 - Phase 2 will have yearly reporting and minimum maintenance requirements,
 - Propose a Storm Water Utility to assist in financing the annual Phase 2 costs,
- **OTIS Funding**
 - OTIS reprioritized in 2011 based on infrastructure need,
 - \$12.7 Million in unfunded projects remain to be completed from 2002 study,
 - \$1.8 Million needed for Empire Avenue Re-construction in summer of 2012
- **Smart Highways Technologies (wayfinding)**
 - Dynamic Electronic Signs along SR-248, SR-224 & Bonanza Drive to provide directional information, drive times and special event information
 - Simplify navigation, improve traffic flow and enhance the travel experience
 - Sign Design and configuration that is visible but does not detract from our view corridor
- **Richardson Flat Park & Ride**
 - Richardson Flat Road\SR-248 Signal & Bus\HOV lanes
 - Construction mitigation-Special events
 - Requirement for large redevelopment projects to park employees off-site at lot



Recommended Actions

- Council should direct Staff to explore a Storm water utility to assist in the funding of Phase 2 requirements and storm water CIP projects.
- Council should continue to fund OTIS projects.
- Council should direct Staff to develop a comprehensive Smart Highways (wayfinding & Information) plan for major corridors.

Our goal is preservation of the natural environment while enjoying a multi-modal transportation system that supports a healthy and active lifestyle for current and future generations.

As Park City and its surrounding area becomes an increasingly popular place to live, work, and recreate, the demands on its transportation system begin to take on a higher priority among City leaders. Three themes form the future foundation of our transportation system:

- Traffic congestion on "Gateway Corridors" (S.R. 224 and S.R. 248) should not reach levels that inhibit economic development opportunities in PC.
- Multi-modal approaches to traffic management beginning on Gateway Corridors and continuing in Park City will be necessary to avoid traffic problems that put quality of life in conflict with economic and tourism priorities.
- This approach requires Park City to accept some level of traffic congestion and this level must continually be evaluated and balanced with overall community and visitor support.

Desired Outcomes

The Community and the City Council have identified the following desired outcomes related to this Outcome Area:

- Effective, Well Maintained Multi-modal Transportation Network.
- Well utilized, Environmentally Sensitive, Efficient & Effective Public Transit System.
- Community Transportation & Walkability Plan.
- Parking management system that balances demand for convenient options while still promoting use of alternative modes of transportation.

Key Strategies

The following strategies have been identified as critical for achieving the Desired Outcomes:

- Traffic & Transportation Report Card
- Neighborhood Traffic Mgmt. Program
- Expansion of Regional Transit Services
- Implementation of SR-248 & Transportation Strategic Plan Elements
- Way finding and regulatory signs for residents & visitors.
- Maintain annual pavement and sidewalk management program
- Walkability Projects Implementation
- Ongoing corridor planning and operations improvement.
- GPS\AVL & Smart Highways Technologies

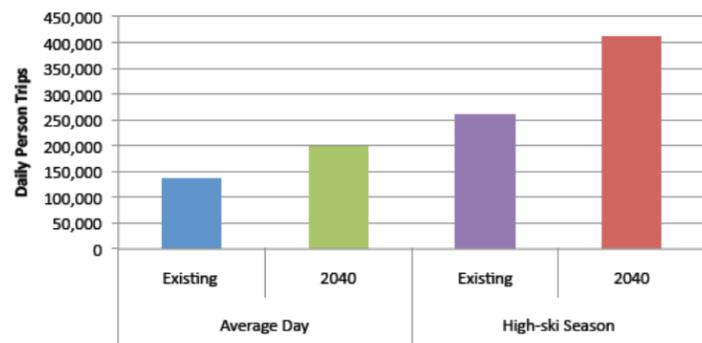


The State of Effective Transportation System

Population and employment both in Park City and the surrounding area have great impact on the transportation & traffic conditions within the city. As Park City becomes a more popular place to live and as it becomes a larger component of the employment picture for the Wasatch Back, traffic to, from, and through the area becomes a citywide priority. As a world-class resort community with a historic, small town atmosphere, Park City also experiences high traffic demand during special events and peak tourist times.

Core Indicators

Person Trips in Vehicles, Existing and 2040



Recent Successes

- Hillside Avenue—Utah Chapter AP-WA 2011 Project of the Year,
- Park City Walkability Study— ASLA Award of Excellence— 2009
- Bonanza & Comstock Ped. Tunnels
- Repairing sunken sidewalks with concrete pumping technology
- Completion of Iron Horse Facility Expansion
- Expanded Sidewalk Snow Removal
- \$1.5 Million Seasonal Transit Employee housing grant
- SLC-PC Bus Service

Current Challenges

- Federal Funding Uncertainty
- Implement Transportation Master Plan Report Card
- Funding for maintenance costs for new and existing infrastructure
- Continued Growth in PC and Surrounding Area
- Aging Infrastructure
- Implementation of OTIS projects
- Balancing needs of walkability, transit, traffic into ROW
- Future Storm Water Phase 2 Requirements

The National Citizen Survey Ratings of Transportation in Community



Comparison to Benchmark

Ease of car travel in Park City	Much Above
Ease of bus travel in Park City	Much Above
Ease of bicycle travel in Park City	Much Above
Ease of walking in Park City	Much Above
Availability of paths and walking trails	Much Above
Traffic flow on major streets	Much Above

2013-2014 BIENNIAL STRATEGIC PLAN

Where Do We Go From Here?

Industry Trends

- Uncertain Federal Funding
- Alternative Fuels
- Walkable\Bikeable Communities
- Complete Streets
- AVL\GPS Technologies
- Smart Highways
- Stormwater Runoff Requirements

Potential Level of Service Changes

- Ped-Bicycle Paths & Infrastructure
- Development Ordinance - Storm Water
- Enhanced Snow Removal (Historic Area)
- Expanded Regional Transit
- Smart Highway Technologies

New Opportunities

- Bike Route Plan
- Traffic Calming
- BoPa Redevelopment
- Lower Park Redevelopment
- SLC-PC Canyon Rail System

Action Plan

2013-2014 Biennium

Operating Plan

- Kamas & Heber Transit Service
- Expanded Ped. Path Snow Removal

Capital Plan

- Smart Wayfinding Signs
- Empire Ave Re-construction 2012
- Deer Valley Drive Reconstruction 2013
- Royal Street Reconstruction 2014
- Traffic Control Sign Replacement
- SR 224 Corridor Walkability— 2014

Other Targets for Action

- SR-248 Projects—Park and Ride
- Storm Water Infrastructure repair and replacement
- Interconnect Plan
- FEMA Mapping of Flood Plains

Long Term Action Plan

- Snow & Seasonal Equipment Storage Site
- Smart Highway Technologies
- Implement Storm Water Master Plan
- Street Lighting Renewal Program
- Implement SR-248 & SR-224 Corridor Plan elements



Related Documents of Note:

- Traffic & Transportation Master Plan
- Old Town Infrastructure Study (OTIS)
- Short Range Transit Dev. Plan

- WALC approved projects
- Stormwater Master Plan