

Snyderville Basin
Long Range Transportation Plan
SUMMARY



VISION AND GOALS

The vision of the Snyderville Basin Long Range Transportation Plan is:

Summit County will develop and sustain a safe, convenient, and efficient transportation system for the Snyderville Basin incorporating various modes of travel including automobiles, public transportation, bicycles, pedestrians and other innovative and futuristic modes.

The following goals, established during the Visioning task of the Snyderville Long Range Transportation Plan, are intended to provide the framework, guidance, and implementation steps for the Basin as it continues to improve its transportation system. The above referenced vision statement was used to develop the following goals:

- **I**ntegration - Coordinate land use planning, transportation planning and management, economic initiatives and capital investments to result in a transportation system and land uses that support and enhance each other.
- **M**ulti-Modal – Promote and provide a multi-modal transportation system that maximizes mode choice and mobility for all users and offers opportunities for physical activity and healthy lifestyles.
- **I**nterconnected - Create an interconnected local and regional roadway network that provides efficient and convenient mobility and access.
- **D**esign & Maintenance - Plan, design, build and maintain a high-quality, safe and cost-effective transportation system.
- **E**conomy - Resorts – Recognize and support the unique world class Olympic-level resorts based in Summit County and support their goals in guest transportation options.
- **E**ducation – Develop effective informational programs that assist locals and visitors to understand this document and how their personal travel choices affects the performance of the transportation system, what their travel options are and how individuals can make travel choices (even a percentage of their trips) that are critical to achieving the goals set forth in this document.
- **M**onitoring - Regularly Measure & Report Progress toward long-term goals.

POLICY LEVEL OF KEY CHOICES

The policy level key choices were organized to address the seven goals developed for the Basin.

Integration

- No increase in Vehicle Miles Traveled (VMT).
- Aggressive, mandatory, basin-wide Travel Demand Management (TDM) Program.
- Mixed-use development.

Multi-modal

- Performance measures for ALL modes.
- Bike Share Program.
- Winter maintenance on sidewalks, bicycle facilities, and non-Nordic trails.
- Complete Streets policy adoption.

Interconnected

- Grade separated pedestrian facilities on SR-224 and SR-248.

Design and Maintenance

- Eliminate Level of Service/Adopt VMT performance measures.
- No new pavement for capacity improvement.

Economy and Resorts

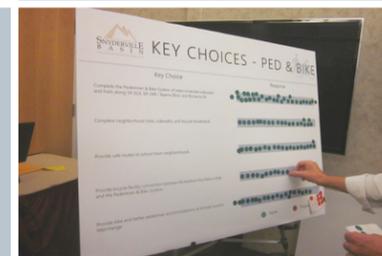
- Paid parking at Kimball, the Canyons, Deer Valley, and PCMR.

Education

- Basin-wide education campaign to reduce VMT.

Monitoring

- Annual traffic volume monitoring.
- Annual TDM monitoring.



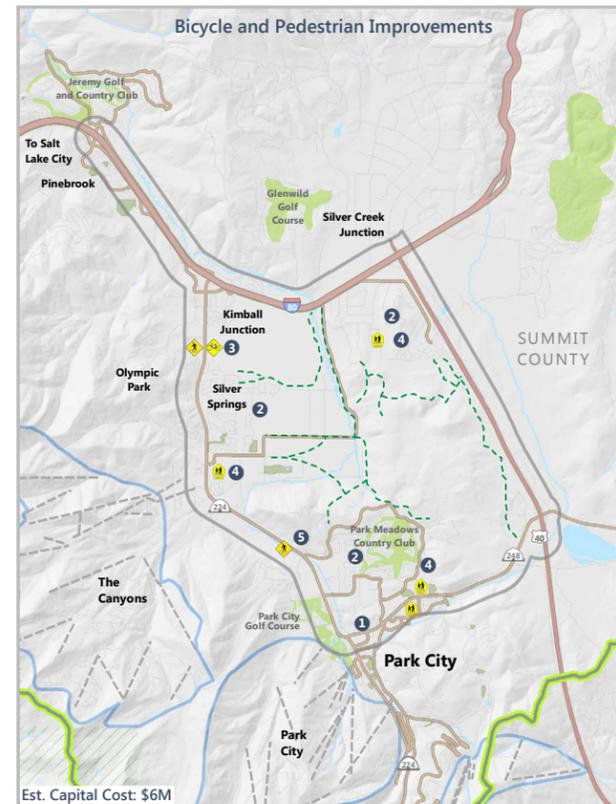
VISION SCENARIO TRANSPORTATION IMPROVEMENTS

A Long Range Transportation Plan typically includes both a Vision Plan and a Fiscally Constrained Plan. The Vision Plan includes all previously identified transportation improvements and newly identified transportation improvements based on the long range projected growth within a jurisdiction. A Vision Plan contains all desired projects and does not limit the number or types of projects based on available funding. In other words, the Vision Plan is not fiscally constrained. If funding were not an issue and a jurisdiction had more money than they could possibly spend; all of the projects on the Vision Plan could be implemented. The purpose of developing a Vision plan is to determine the extent to which the projects identified contribute to reducing congestion and meeting the goals and objectives of the Long Range Transportation Plan.

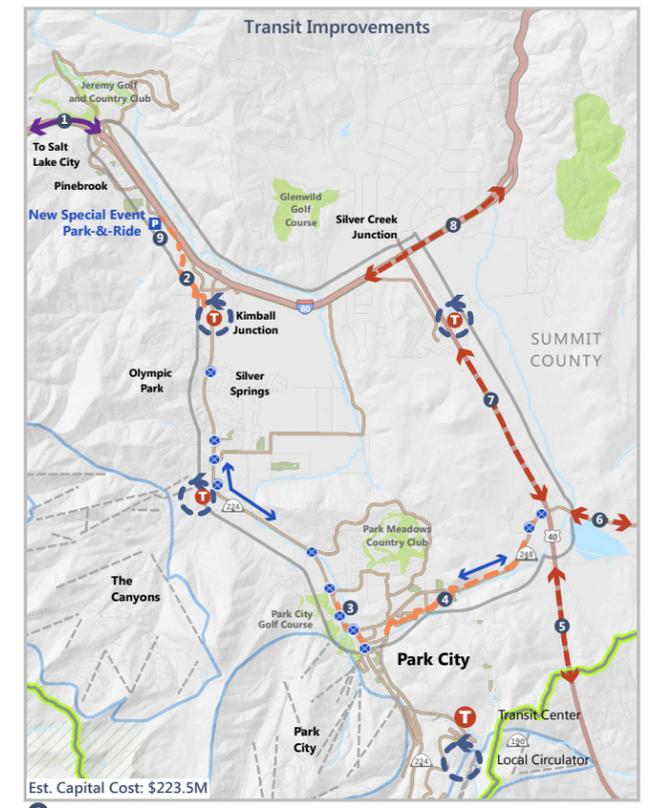
The Snyderville Basin Vision Plan is a plan that blends previously planned transportation improvements with the Summit County residents' and Summit County Council's desire to hold the volume of vehicles in Snyderville Basin to current volumes, i.e. "no new cars past Newpark". This plan identifies roadway, bicycle, pedestrian and transit projects that have been determined necessary to accommodate existing traffic volumes as well as projects to accommodate less dependence on vehicles and more dependence on transit to reach the "no new cars" goal as shown on the maps to the right.



- 1 Silver Summit interchange: construct roundabouts at ramp termini
- 2 NB SR-224 to WB I-80 fly-over ramp
- 3 Widen Silver Creek Road between US-40 and Promontory Ranch Road
- 4 Provide Fly-Over connection between Park & Ride and WB I-80
- 5 Upgrade view area to Park & Ride (see Transit Improvements)
All Phase 1, 2, and 3 projects from Snyderville Basin 09 Plan



- 1 Complete trail network along SR-224, SR-248, and Bonanza Dr.
- 2 Complete neighborhood trail, sidewalks, and on-street facilities
- 3 Accommodate bikes and pedestrians at Kimball Junction
- 4 Provide Safe Routes to Schools
- 5 Pedestrian Bridge or Tunnel to cross SR-224 and SR-248



- 1 Higher capacity transit to Salt Lake City
- 2 Dedicated transit lane I-80 to Olympic Parkway
- 3 Dedicated transit lane Holiday Ranch Loop Road to Kearns Boulevard
- 4 Dedicated transit lane US-40 to Park City
- 5 Enhanced new transit service to Heber City
- 6 New transit service to Kamas/Oakley
- 7 New transit service between Silver Creek Junction and Park City via US-40
- 8 New transit service to Coalville
- 9 Upgrade view area to Park & Ride (cost included in Roadway Improvements)
All Phase 1, 2, and 3 projects from Snyderville Basin 09 Plan

Total Estimated Capital Cost: \$371M

- Park-and-Ride
- Transit Center
- Transit Signal Priority
- Dedicated Transit Lane
- High Capacity Transit Service
- Expanded Transit Service
- Local Circulator
- New Transit Service
- New Trails
- Summit County
- Snyderville Basin Study Area
- Ski Area Boundaries

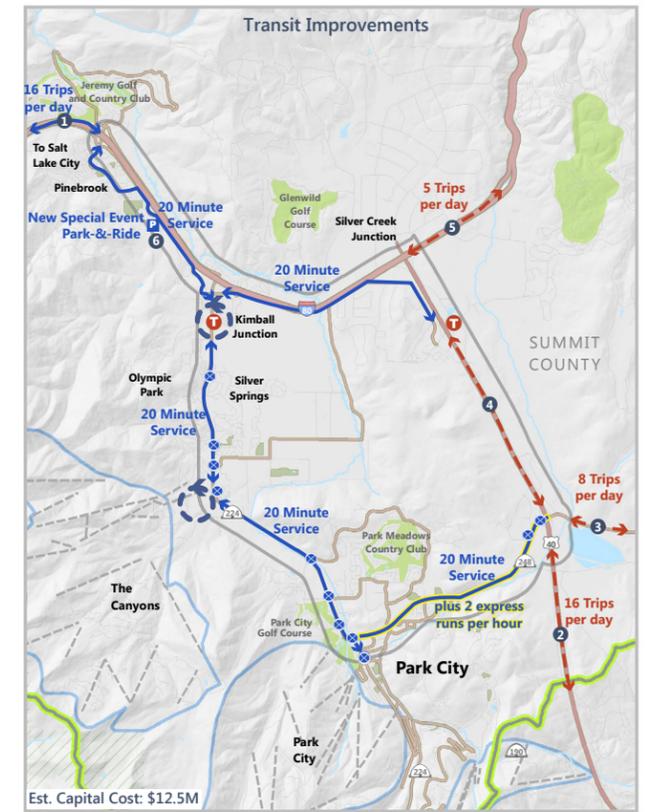
Note: All costs are presented in current dollars

FISCALLY CONSTRAINED PLAN TRANSPORTATION IMPROVEMENTS

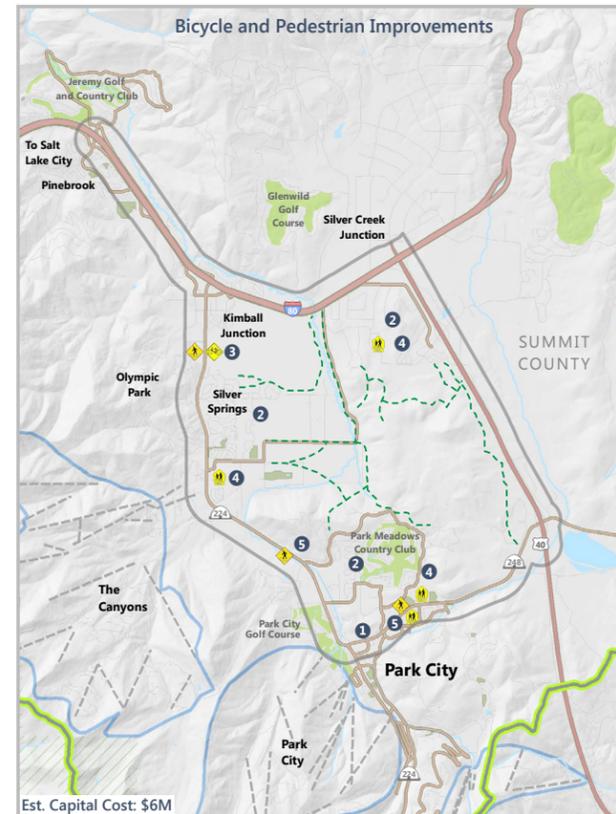
Snyderville Basin and Summit County, like most jurisdictions, do not have unlimited funds to implement transportation projects nor maintain all of those investments. Therefore, a Fiscally Constrained Plan is developed. Unlike the Vision Plan, the Fiscally Constrained Plan includes those projects that are fiscally constrained – meaning that the expected costs for the projects do not exceed the expected revenues. Anticipated costs and funding sources for each mode were inventoried to determine the amount of funding available for modal improvements. The fiscally constrained plan is shown on the maps to the right.



- Est. Capital Cost: \$120M
- 1 Silver Summit interchange: construct roundabouts at ramp termini
 - 2 NB SR-224 to WB I-80 fly-over ramp
 - 3 Widen Silver Creek Road between US-40 and Promontory Ranch Road
 - 4 Provide Fly-Over connection between Park & Ride and WB I-80
 - 6 Upgrade view area to Park & Ride (see Transit Improvements)
Select Phase 1, 2, and 3 projects from Snyderville Basin 09 Plan



- Est. Capital Cost: \$12.5M
- 1 Higher frequency transit to Salt Lake City
 - 2 Enhanced new transit service to Heber City
 - 3 New transit service to Kamas/Oakley
 - 4 New transit service between Silver Creek Junction and Park City via US-40
 - 5 New transit service to Coalville
 - 6 Upgrade view area to Park & Ride (cost included in Roadway Improvements)
Select Phase 1, 2, and 3 projects from Snyderville Basin 09 Plan



- Est. Capital Cost: \$6M
- 1 Complete trail network along SR-224, SR-248, and Bonanza Dr.
 - 2 Complete neighborhood trail, sidewalks, and on-street facilities
 - 3 Accommodate bikes and pedestrians at Kimball Junction
 - 4 Provide Safe Routes to Schools
 - 5 Pedestrian Bridge or Tunnel to cross SR-224 and SR-248

Total Estimated Capital Cost: \$138.5M

- Park-and-Ride
- Transit Center
- Transit Signal Priority
- Dedicated Transit Lane
- Expanded Transit Service
- Local Circulator
- New Transit Service
- New Trails
- Summit County
- Snyderville Basin Study Area
- Ski Area Boundaries

Note: All costs are presented in current dollars



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