SNYDERVILLE BASIN

LONG RANGE TRANSPORTATION PLAN

Summary of Existing Conditions and Short Term Needs Identification

Prepared for:
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Plan Reference Key

1. Eastern Summit County Transportation Master Plan (2013)
2. 2012 Annual Transportation Report
3. Snyderville Basin Transportation Master Plan Final (2009)
4. Snyderville Basin Capital Facilities Plan (2009)
5. Snyderville Basin Transportation Impact Fee Analysis (2006)
6. Traffic Calming Policy (2004)
7. 2015-2040 Wasatch Front Regional Council Regional Transportation Plan (Draft)
8. 2014-2019 Wasatch Front Regional Council Transportation Improvement Program (Draft)
9. Utah's Unified Transportation Plan 2011-2040
10. Utah Department of Transportation Wasatch Back Emerging Area Plan (2010)
11. Mountainlands Association of Governments (MAG) 2040 Metropolitan Transportation Plan
12. Park City Trails Master Plan (2008)
13. Park City Transportation Plan (2011)
14. 2011 Summit County-Park City Short Range Transit Development Plan
15. SR 248 Corridor Plan (2009)
16. Snyderville Basin Recreation District Trails Master Plan (2013)
17. Kimball Junction Traffic Evaluation (2012)

Note: Plan citations are denoted by a parenthetical reference to the number corresponding to the plan as it is listed above.

1.0 INTRODUCTION AND STUDY AREA CHARACTERISTICS

Snyderville Basin, while not incorporated, is very much a city in nature. It has many of the issues and opportunities that growing, successful communities face, including traffic. The Basin has made great strides over the years with more trail connectivity; more Park City and UTA transit service, a planned transit hub, and intersection improvements such as roundabouts.

The Basin area's transportation network has been studied extensively with a number of existing plans and analyses. This section of the Long Range Transportation Plan summarizes the recommendations from previously adopted plans influencing the study area.

The recommendations from the previous studies will be further vetted in this plan to determine whether these projects should be carried forward into the Snyderville Basin Long Range Transportation Plan or if less traditional improvements such as more transit service and programs, and innovative trip reduction strategies are more in line with the current vision and policies. The Long Range Transportation Plan will analyze alternatives to accommodate increased traffic while shifting away from traditional mitigation.

1.1 PROJECT AREA

The Snyderville Basin area was named after the original community, Snyderville. This original town of Snyderville from the 1800's no longer has a town center or independent government, although some amenities, residences and businesses still reside in the area.

The Snyderville Basin study area, as shown in **Figure 1-1**, is defined by the area that is bordered by State Road (SR) 224 to the west, SR 248 to the south, US Route 40 to the east and Interstate 80 to the north. The study area also includes a segment of Interstate 80 (I-80) to the northwest of the basin, up to Pinebrook. Snyderville Basin is located in the western portion of Summit County and includes Park City.

Snyderville Basin sits adjacent to a number of other regions and is highly connected to the regional transportation network. It borders the northwestern edge of Wasatch County and eastern edge of Salt Lake County. Snyderville Basin also borders the metropolitan region characterized as the Wasatch Front, the metropolitan area along the western edge of the Wasatch Range, where nearly 80% of the Utah population resides.

1.2 POPULATION

Table 1-1 and **Figure 1-2** present the population data for the Snyderville Basin by Census Tract from the 2010 US Census. It is important to note that some of the Census Tracts include areas not within the study area, and as such, population figures may exceed those of the study area. As shown, the majority of the population is concentrated in Census Tracts 9643.07 and 9643.04, comprising roughly 26.8 percent and 26.4 percent of the study area population, respectively. These tracts include portions of large residential areas such as Summit, Jeremy Ranch, Pinebrook, Old Ranch Road, Highland, Kimball Junction and Trailside (as defined in the Summit County 2013 General Plan Update), as well as developments along the east side of SR 224 south of Kimball Junction.

Table 1-1 Snyderville Basin Population by Census Tract, 2010

Census Tract	Area [1]	Population	% of Total Population
9641.02 [2]	East Basin; Quinn's Junction	1,170	*6.4%*
9643.03	North Mountain; Jeremy Ranch / Pinebrook; Summit	2,915	*15.9%*
9643.04	West Mountain; Summit; Jeremy Ranch / Pinebrook	4,838	*26.4%*
9643.05	Canyons; Central Basin; Utah Olympic Park; Kimball Junction	1,526	*8.3%*
9643.06 [3]	North Mountain; Rasmussen; Bitner; Silver Creek	2,593	*14.2%*
9643.07	Old Ranch Road; Trailside; Highland; Kimball Junction; Central Basin	4,916	*26.8%*
9643.08 [4]	Old Ranch Road; Trailside	336	*1.8%*
9644.01 [4]	West Mountain	25	*0.1%*
9644.02 [4]	Quinn's Junction	**0**	***0.0%***
Total Snyderville Basin Population		***18,319***	

Note 1: Area descriptions are based on the Snyderville Basin Neighborhood Planning Areas, as found in the Summit County Snyderville Basin 2013 General Plan Update.
Note 2: Data is for Block Group 2, of which a portion is located in the Snyderville Basin. However, data is only available for the Block Group as a whole.
Note 3: Only a portion of the Census Tract is within the study area, however more detailed data is not available to further define the population.
Note 4: Park City population figures have been subtracted to show the actual Snyderville Basin population in these Census Tracts.

Source: US Census 2010 Census

Figure 1-1 Snyderville Basin Study Area

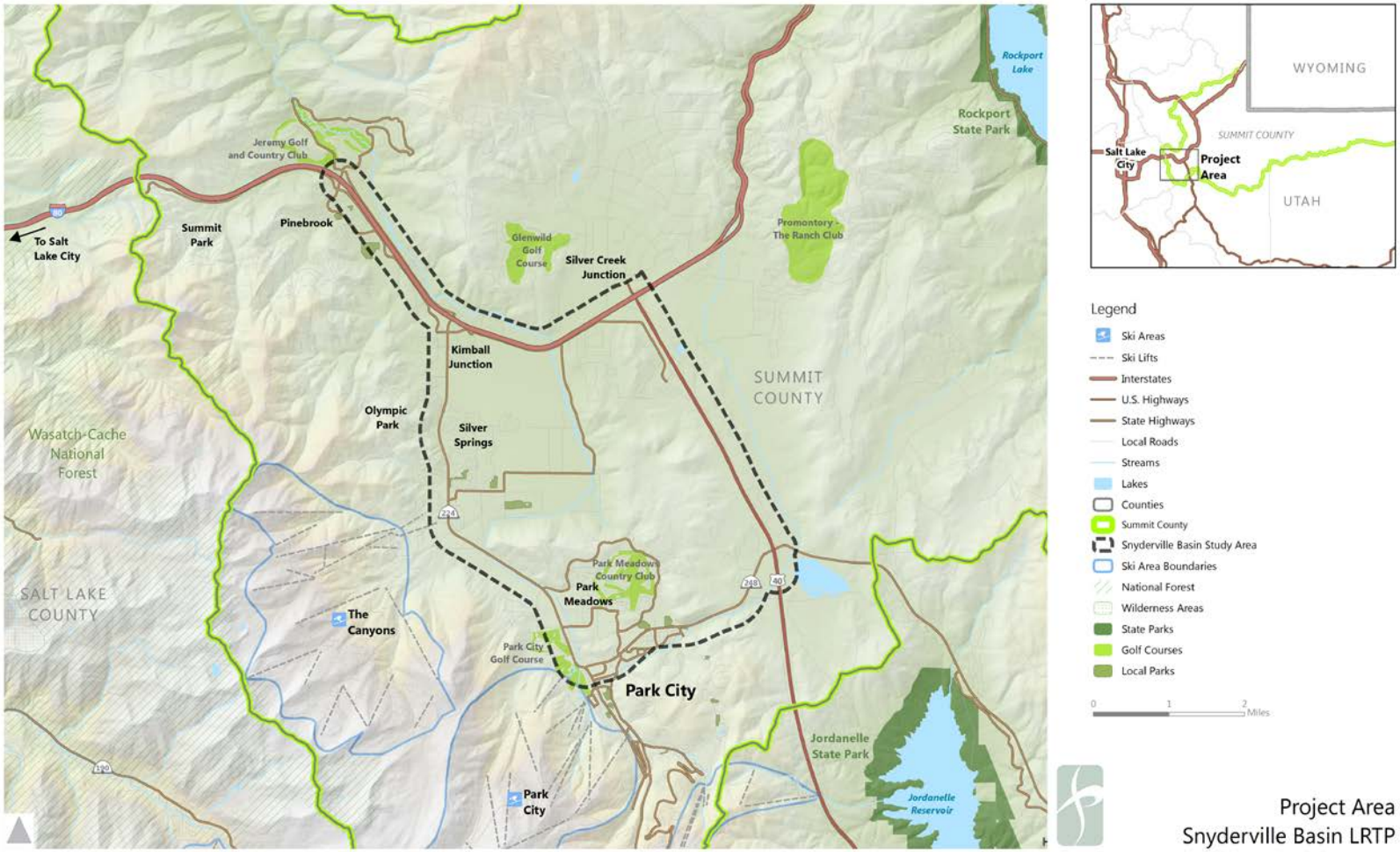
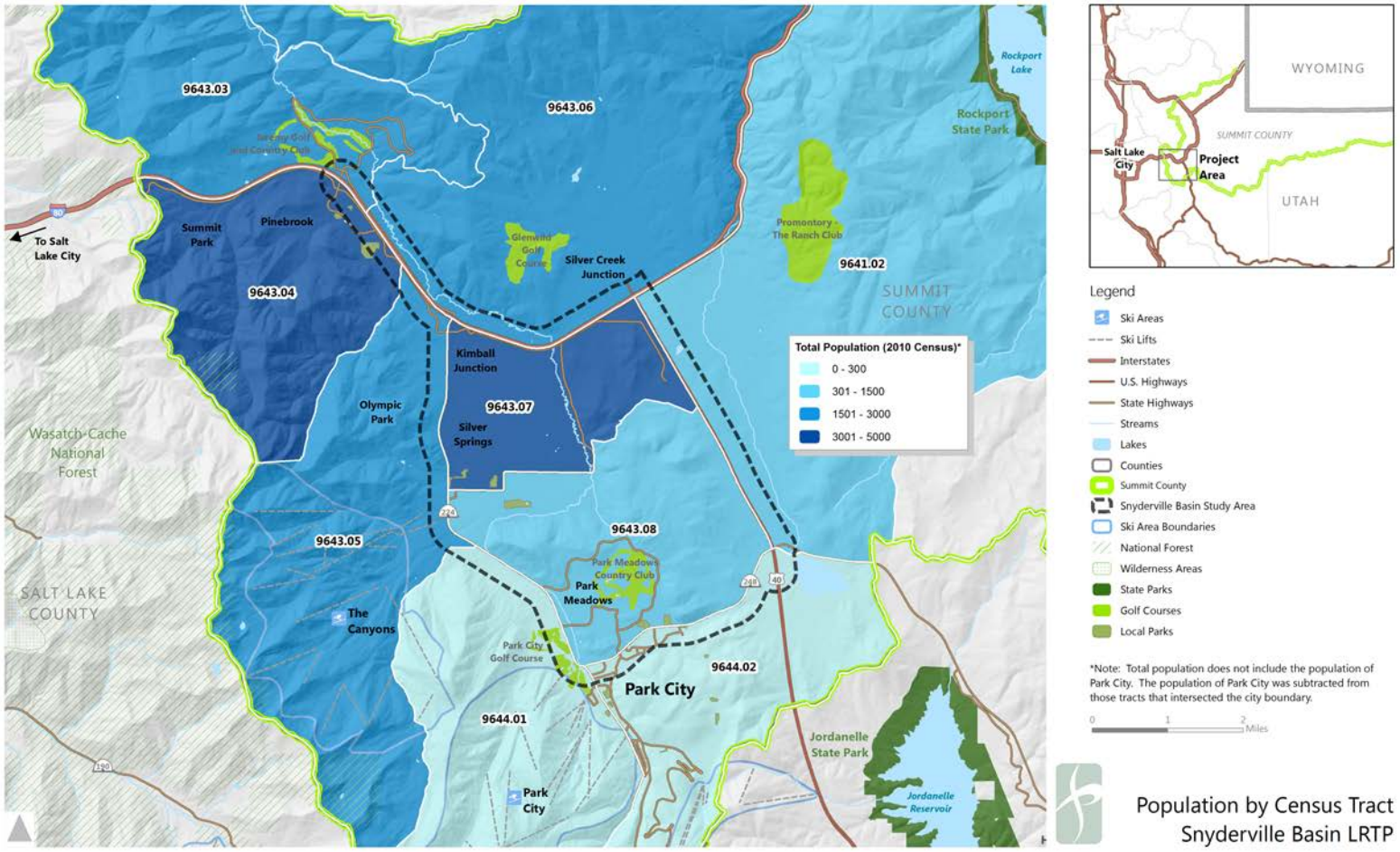


Figure 1-2 Snyderville Basin Population by Census Tract



1.2.1 POPULATION PROJECTIONS

1.2.1.1 Methodology

Land use assumptions used for the Snyderville Basin MTP have been closely coordinated with ongoing efforts to develop a travel demand models associated with the Mountain Accord study and the UDOT Statewide Travel Model (USTM). The following section describes the methodology used by those efforts to develop population, household, and employment estimates/forecasts, applied in **Table 1-2**, **Table 1-3** and **Table 1-6**.

The Mountain Accord model is calibrated to 2010 base year conditions. Land use and socio-economic information for the base year model comes from the following sources:

- 2010 Decennial Census
  - Housing units and vacancy
  - Median income
  - Household size and auto ownership
- 2010 county-level population and household totals and average household size (Utah Governor's Office of Management and Budget (GOMB))
- 2010 county-level employment estimates by sector (GOMB)
- 2010 establishment-level employment categorized by employment sector (Utah Department of Workforce Services (DWS))

1.2.1.1.1 Base Year Land Use Data

Travel demand models use traffic analysis zones (TAZs) to geographically subdivide areas. The TAZ polygons are designed to reflect the boundaries created by natural features (e.g., ridges, rivers, lakes) as well as community elements such roads and neighborhoods. In general, the TAZs closely align with Census block boundaries. The 2010 TAZ-level household estimates start with the 2010 Census, and are then factored to match the GOMB county-level total. Population and household estimates exclude prisons, nursing homes, dormitories, and military barracks.

The 2010 employment estimates start with establishment-level data from the DWS. This point data is aggregated at the TAZ-level to establish spatial distribution of employment. The employment classification uses the North American Industry Classification System (NAICS) categories, which is

aggregated to match the GOMB employment categories. The DWS data is then factored to match GOMB estimate for total employment by sector.

1.2.1.1.2 Future Year Land Use Data

The land use forecasting process involves analytical tools as well as review and coordination with local governments. Developable space within TAZs is constrained based on GIS layers that define steep slopes, wetlands, and public open space. Zoning is considered, as well as the historic development patterns. The 2040 land use has been prepared iteratively, taking feedback from local and regional planners.

1.2.1.2 Resident Population

Snyderville Basin and the surrounding region are expecting a significant amount of population growth in the next 30 years. An analysis based on the methodology described previously suggests that the Snyderville Basin population could reach 25,167 by 2020 (an increase of 17.1 percent over 2010 totals), 28,836 by 2030 (an increase of 14.6 percent from 2020), and 32,505 by 2040 (an increase of 12.7 percent from 2030) for an overall population growth between 2010 and 2040 of 51.2 percent.

Park City is expected to see a 37.65 percent increase in population from 2010 to 2040. The neighboring Wasatch County population is expected to increase 150 percent between 2010 and 2040, a jump from more than 20,000 residents to nearly 60,000, as shown in **Table 1-2**.

Table 1-2 Regional Population Growth

Area	2010	2020	2030	2040	% Increase (2010-2040)
Park City	7,644	8,603	9,563	10,522	37.65%
Summit County	36,357	46,743	57,128	67,514	85.70%
Wasatch County	23,418	35,105	46,792	58,479	149.72%
Snyderville Basin	21,498	25,167	28,836	32,505	51.20%

Sources: TAZ level household estimates from 2010 census and GOMB

Using the same methodology described above for regional population growth, future populations by age group for 2020, 2030 and 2040 were estimated for the Snyderville Basin, as shown in **Table 1-3**. As a whole, this methodology results in a total population projection in 2020 of 45,491 persons (24.72 percent increase from 2010) 56,890 persons in 2030 (25.06 percent increase from 2020) and 71,433 persons in 2040 (25.56 percent increase from 2030).

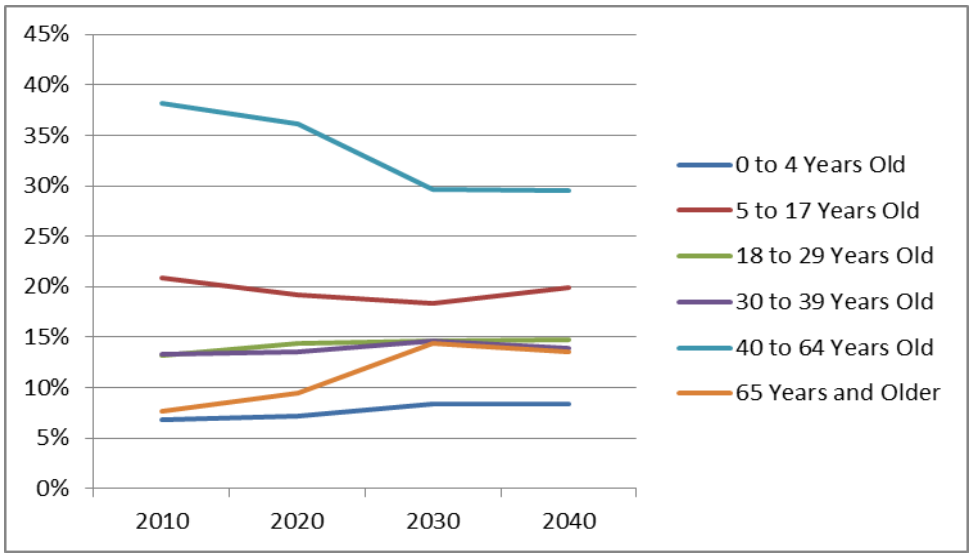
Figure 1-3 presents the projection data for each group as a percentage of total population for each year. As shown, the age groups between 0 years old and 39 years old will remain fairly consistent in terms of their overall share of the total population. The 40 to 64 year old group will continue to make up the largest sector of the population; however the actual concentration shifts lower through 2030. Simultaneously, the 65 year and older group will see a modest increase in concentration. By 2030, there will be roughly three times as many residents age 65 and above as today. While many elderly persons continue to drive private vehicles, this forecast does indicate an increasing need for specialized transportation alternatives over time.

Table 1-3 Snyderville Basin Population Projections by Age

Age Category	2010	2020	2030	2040	% Change 2010-2040
0-4 Years Old	2,478	3,251	4,744	5,975	**141.11%**
5-17 Years Old	7,630	8,756	10,458	14,206	**86.19%**
18-29 Years Old	4,808	6,570	8,314	10,557	**119.57%**
30-39 Years Old	4,861	6,176	8,343	9,947	**104.63%**
40-64 Years Old	13,919	16,417	16,842	21,092	**51.53%**
65 Years and Older	2,777	4,321	8,189	9,656	**247.71%**
Total Population	**36,473**	**45,491**	**56,890**	**71,433**	***95.85%***
% Change from previous decade	**--**	**24.72**	**25.06**	**25.56**	

Sources: TAZ level household estimates from2010 census factored to GOMB

Figure 1-3 Population Projections for Summit County by Age Group (% of Total Population)



1.2.1.3 Visitor Population

1.2.1.3.1 Overnight Visitors

Data provided by the Park City Chamber of Commerce and Visitor's Bureau shows that in 2013 there were a total of 3,086,547 overnight visitor-nights occurring in the Park City area (includes Snyderville Basin), as shown in **Table 1-4**. This figure represents a slight increase of 0.51 percent from 2012. However, overall since 2010, the total number of visitor-nights has increased by 2.61 percent. The greatest decreases occurred April, with a 24.09 percent decrease from 2010 to 2013. The greatest increase occurred in June, with a 18.13 percent increase from 2010 to 2013. Non-winter and winter months, when summed, had only a small net increase from 2010 to 2013, with a 2.01 and 2.04 percent increase respectively.

Table 1-4 Park City Area Visitor Nights by Month

Month	2010	2011	2012	2013	% Change (2010-2013)
January	357,589	370,180	351,460	381,455	6.67%
February	358,904	378,018	361,712	355,853	-0.85%
March	386,687	406,344	365,274	383,867	-0.73%
April	167,538	156,992	147,759	127,174	-24.09%
May	137,072	131,963	129,887	129,969	-5.18%
June	191,741	202,611	224,169	226,507	18.13%
July	311,942	336,867	335,960	333,347	6.86%
August	282,800	324,235	314,271	315,692	11.63%
September	198,878	200,900	209,148	223,843	12.55%
October	182,701	171,067	185,910	181,519	-0.65%
November	128,806	146,844	159,415	132,220	2.65%
December	303,312	292,044	286,050	295,101	-2.71%
Year Total	**3,007,970**	**3,118,065**	**3,071,015**	**3,086,547**	**2.61%**
Change Over Previous Year	6.80%	3.66%	-1.51%	.51%	
Winter Total [1]	1,535,298	1,593,430	1,523,911	1,548,496	2.01%
Non-Winter Total [2]	*1,472,672*	*1,524,635*	*1,547,104*	*1,538,051*	2.04%

Note 1: Winter includes December of prior year and January through March of current year
Note 2: Off-Season includes April through November

Source: Park City Chamber of Commerce & Visitors Bureau, 2014

1.2.1.3.2 Skier Days

Given the ski-based industry of the greater Park City / Snyderville Basin area, another important factor to consider is the number of skier days. Skier days are used to measure the total number of skiers in an area, and includes the skier visits in the area for both out of town guests and locals. Information provided by

the Park City Chamber of Commerce and the Ski Utah organization shows that the winter 2012-2013 season had a total of 1,782,878 skier days, which represents a decrease of 0.02 percent from the previous year, as shown in **Table 1-5**. The prior year had a more substantial decrease of roughly 4.45 percent. These figures, along with the overnight visitor data presented in **Table 1-4**, suggest that the area is still recovering from the economic recession during the most recent decade, and that tourism is just starting to stabilize.

Table 1-5 Historical Skier Days, 2010-2013

Year	State of Utah		Park City Area Resorts[1]		Park City Market Share of Utah
	Skier Days	% Change	Skier Days	% Change	
2010-2011	4,200,000	--	1,866,317	--	44.4%
2011-2012	3,826,130	-9.77%	1,783,252	-4.45%	46.6%
2012-2013	4,025,519	4.95%	1,782,878	-0.02%	44.3%
Note 1: Includes Park City, Deer Valley and the Canyons Resort					

Source: Park City Chamber of Commerce & Visitors Bureau, 2014

1.2.2 REASONS FOR GROWTH

According to the 2009 Snyderville Basin Transportation Master Plan, the Snyderville Basin, and particularly Park City, is seeing the expansion of resorts, proliferation and intensification of special events, and the continual expansion of existing residential and commercial development and new development plans. All of these activities bring more and constant traffic into the area. The Snyderville Basin General Plan recommends a similar growth pattern by advocating for concentrated areas of high density.

1.2.3 TYPE OF GROWTH

By achieving the mode share and vehicle occupancy goals identified in the 2011 Park City Traffic & Transportation Master Plan, 50 percent more people may come to Park City while only increasing vehicle traffic by 11 percent. The travel model developed for Park City as a part of the Traffic & Transportation Master Plan, projects that person trips to and from Park City will increase by less than 50 percent by 2040. By applying the mode share and vehicle occupancy goals of this plan, future traffic conditions on State Road (SR) 224 are not expected to be significantly different than today, with the exception of the segment between Kearns Boulevard and Deer Valley Drive in Park City. This section of road (often referred to as "Dan's to Jan's") is typically the first area to experience traffic issues, as it is a major skier outload corridor

from both Deer Valley and Park City ski resorts. Additionally, this section of SR 224, along with Bonanza Drive, is the only connection between Park City and SR 248. With the future development in eastern Summit and Wasatch Counties combined with the planned High Occupancy Vehicle (HOV) lane capacity improvements, SR 248 is expected to accommodate much of the future traffic growth into and out of Park City. As a result, the Dan's to Jan's corridor will experience more traffic growth than the rest of the SR 224 corridor due to traffic growth on SR 248.

1.3 ECONOMY AND EMPLOYMENT

Like population, employment in Summit and Wasatch Counties is expected to grow significantly. Employment in these two counties is projected to increase over 100 percent over the next several decades, from about 45,000 jobs in 2010 to about 94,000 in 2040, as shown in **Table 1-6**.

Table 1-6 Regional Employment Growth, 2009-2040

Area	2010	2020	2030	2040	% Change (2010-2040)
Summit County	33,961	45,396	56,703	68,561	101.88%
Wasatch County	10,958	15,270	20,075	25,537	133.04%
Total	**44,919**	**60,666**	**76,778**	**94,098**	**109.48%**

Sources: Utah Department of Workforce Services (DWS) aggregated at the TAZ level, factored to match GOMB

The Snyderville Basin area has a very tourist-oriented employment focus. Based on 2013 data released by the State of Utah Department of Workforce Services, roughly 23.7 percent of the non-farm jobs in Summit County are within the "Accommodation and Food Services Sector", the greatest of any single industry. Other tourism-related industries—the Arts, Entertainment and Recreation Sector and the Retail Sector—also topped the list at 15.4 percent and 14.7 percent of all nonfarm jobs, respectively. A list of the top employers in the county from 2013, as shown in **Table 1-7**, further supports this data. Of the top 15 employers in the Snyderville Basin area, more than half are related to the tourism industry, either directly (such as Canyons) or indirectly (such as food establishments). It is important to note that this is not a comprehensive list, and that there are a number of additional employers that fall into the lower count categories. It should also be noted that employment numbers are disaggregated by employers, rather than employment center. That is, multiple employers listed below may be located in the same employment center.

Table 1-7 Top 15 Employers in the Snyderville Basin, 2013

Employer	Service	Location	# of Employees
The Canyons	Accommodation and Food Services	The Canyons	500-999
Backcountry.com Inc.	Retail Trade	Kimball Junction	250-499
CFI Resorts Management	Real Estate and Rental and Leasing	The Canyons	250-499
Triumph Gear Systems	Manufacturing	East Basin	250-499
All Seasons Resort Management, Inc.	Real Estate and Rental and Leasing	Central Basin	100-249
Dakota Mountain Lodge	Accommodation and Food Services	The Canyons	100-249
Glenwild Golf Club, LLC	Arts, Entertainment, and Recreation	North Mountain	100-249
McDonald's	Accommodation and Food Services	Kimball Junction	100-249
Park City Fire Service District	Public Administration	Bitner	100-249
Promontory Development, LLC	Arts, Entertainment, and Recreation	East Basin	100-249
Smith's Food and Drug Centers	Retail Trade	Kimball Junction	100-249
The Home Depot	Retail Trade	East Basin	100-249
Utah Athletic Foundation	Arts, Entertainment, and Recreation	Utah Olympic Park	100-249
Walmart	Retail Trade	Kimball Junction	100-249
Whole Foods	Retail Trade	Kimball Junction	100-249

Source: State of Utah Department of Workforce Services, 2013

With tourism being affected by the recent recession, employment has also been impacted. **Table 1-8** presents employment data for the past four years. As shown, unemployment peaked in recent years, growing from 3.25 percent in 2009 to 5.25 percent in 2011, according to the State of Utah Department of Workforce Services. In 2012, data shows a reduction in unemployment, with the rate estimated at 4.56

percent. The unemployment trends for the Snyderville Basin are fairly consistent with those for Summit County as a whole, as also shown in the table.

Table 1-8 Snyderville Basin Employment, 2009-2012

Year	# Persons in Labor Force	# Persons Employed	# Persons Unemployed	Unemployment Rate	Summit County Unemployment Rate
2009	9,415	9,110	306	3.25%	7.40%
2010	9,220	8,757	462	5.01%	7.50%
2011	9,221	8,738	484	5.25%	6.10%
2012	9,615	9,175	439	4.56%	5.00%
Note: Snyderville Basin employment figures derived from the Park City Unified School District boundary data, less the data for Park City.					

Source: American Community Survey 5-year Estimates

1.4 COMMUTE PATTERNS

The US Census maintains the Longitudinal Employer Household Dynamics (LEHD) dataset, which provides detailed data on the location of employment for a study area's residents, as well as data on the location of residence of a study area's workers. LEHD figures represent estimates of commute patterns, synthesized from several sources of US Census residential location, business location, and commute data. These figures exclude Federal, railroad and self-employed employees, and include trips that are not made each workday. As such, this data should be considered to only provide a general commuting pattern. However, they provide the best available source of information regarding commute patterns. **Table 1-9** presents the commute data for the overall study area in 2011.

The first section of the table represents where Snyderville Basin residents are commuting for work. In total, 46.4 percent of residents commute within Summit County for work, while another 37.7 percent travel to Salt Lake County.

Another factor to consider is the population that commutes into the Snyderville Basin from other areas. The LEHD data shows that 35.6 percent of the employed persons are generated from Summit County. Over 30 percent of the commuters in the area come from Salt Lake County, while only 8.1 percent commute from nearby Wasatch County.

Table 1-9 Snyderville Basin Commute Patterns, 2011

Where Residents of the Snyderville Basin Commute to....		
Location	**# of Jobs**	**% of Total**
Summit County	4384	46.4%
Salt Lake County	3562	37.7%
Utah County	444	4.7%
Davis County	255	2.7%
Weber County	246	2.6%
Wasatch County	104	1.1%
Cache County	104	1.1%
Tooele County	38	0.4%
Mesa County, Colorado	38	0.4%
Uintah County	28	0.3%
Other	246	2.6%
Total	9,449	100%
Where Employees of the Snyderville Basin Commute from....		
Location	**# of Jobs**	**% of Total**
Summit County	2586	35.6%
Salt Lake County	2223	30.6%
Wasatch County	588	8.1%
Utah County	574	7.9%
Davis County	305	4.2%
Weber County	189	2.6%
Duchesne County	138	1.9%
Cache County	109	1.5%
Washington County	94	1.3%
Tooele County	80	1.1%
Other	378	5.2%
Total	7,264	100%

Source: LEHD Origin-Destination Database, 2014 CDP= Census Designated Place

The Park City Traffic & Transportation Master Plan estimates that current peak hour trips in the Western Snyderville Basin Service area are estimated at 12,335, with future trips to buildout at 22,146. This totals 9,811 additional trips in the future. However, given the seasonal nature of traffic in this region, even with the expected growth in Vehicles Miles Traveled (VMT) and delay, the average day in 2040 will not approach the congestion levels that currently occur on high-ski days and during events.

1.5 EXISTING TRANSPORTATION NETWORK CONDITIONS

This section outlines the existing conditions of the vehicle, bicycle and pedestrian network based on available data and analysis from existing plans and studies that include the Snyderville Basin area. These plans also include a number of goals for the region to guide the continued planning and implementation of the area's transportation network, as outlined below.

1.5.1 VEHICULAR

Highlights of the existing conditions of the transportation network for motorized traffic, as documented by the reviewed studies and plans, include:

- The accident history cited in the 2013 Eastern Summit County Transportation Master Plan indicates a higher occurrence of crashes than would be expected in the Snyderville Basin.
    - The Snyderville Basin Transportation Master Plan cites that the highest number of crashes occurs at the Landmark Drive intersection and along the mile long section of roadway located south of Village Round Drive / Canyons Resort Drive. The effectiveness of new medians is to be evaluated.
- The street system in the Snyderville Basin is a mix of state, county, and privately owned and operated roads. This mixture presents challenges in coordinating roadway maintenance and improvement programs between the jurisdictions. (3)
- The Level of Service (LOS) of roadway segments in Summit County is outlined in **Table 1-10**. This table includes an LOS for existing, entitled and projected conditions. Segments with an LOS of C or below are highlighted.

Table 1-10 Summit County Travel Model Rough Output Data

Road Name	Location	2010 ADT (existing)	Local LOS (existing)	Entitled (model output)		Build-Out on Existing		Improved/ Modified Capacity (Snyderville Basin Master Plan implemented)		
				ADT	LOS	ADT	LOS	Modified Capacity	ADT	LOS
Kilby Road	@ albertsons	4062	a	8695	d	11514	e	14000	3496	a
Kilby Road	betwn powderwood - water	5594	b	9441	d	11919	e	14000	5798	b
Kilby Road	near mw barn/gorzoza	1057	a	1560	a	1876	a	14000	620	a
Rasmussen Road	golf / driving range	2855	a	3284	a	3958	b	14000	3960	b
Rasmussen Road	west school sign	3231	a	3248	a	6062	c	14000	2772	a
Pinebrook Boulevard	near kilby aprt.elk meadows	1925	a	2077	a	2170	a	14000	3113	a
Pinebrook Boulevard	near albertsons	4569	a	4535	b	8010	c	16000	6260	b
Pinebrook Boulevard/udot	at the I-80 ROW	9315	c	14829	e	18766	f	16000	9308	c
Aspen Drive	east of store	1057	a	1557	a	1876	a	12000	1876	a
Aspen Drive	west of store	2208	a	3038	a	3465	b	12000	3465	b
Aspen Drive	past Kilby	498	a	734	a	884	a	10000	884	a
Bitner Road	@224	5208	b	5562	b	6138	b	15000	5629	b
Center (By rec district)	@highland	952	a	934	a	1166	a	12000	1182	a
Highland Drive	south of @ ute	2574	a	3407	a	8293	c	14000	7187	c
Kilby Road	by fact store	6704	b	9513	d	11903	e	30000	16722	c
Landmark Drive	east of fact stor	11397	d	13367	e	16917	f	48000	18282	b
Landmark Drive	new-between ute-olmp park	4792	a	8995	c	12349	d	16000	14364	e
Landmark Drive	by taco bell	14406	b	18201	c	24024	d	30000	25734	e
Ute W of 224 (Landmark Dr)	@224 west side	13525	b	14086	c	16020	c	30000	17190	c
Old Ranch Road	@224	2536	a	3672	b	7395	c	12000	6990	c
Canyons Resort Dr - Winter	auto reader	9947	b	23610	f	24565	f	21500	22365	f
Rasmussen Road	@224	2503	a	2750	a	4822	b	14000	9643	d
Ute Dr.	@224 east side	11746	b	13155	c	19906	e	24000	14216	c
Ute Dr.	east end/highland	3742	a	3403	a	3527	a	24000	4343	a
Olympic Park (Sports Park Rd)	@224	6433	b	17763	e	22881	f	18000	23464	f
Newpark Blvd (UINTA)	near Highland	3727	a	6009	b	7972	c	18000	7452	b
Newpark Blvd (UINTA)	@224	12714	d	19934	f	19010	f	18000	28762	f
White Pine Canyon	@224	1445	a	2888	a	3747	b	14000	10208	d
Bob Sled - Bear Hollow Dr (private)	@224	912	a	1157	a	1255	a	14000	565	a
Cub hollow - Bear Hollow - bear cub	@224	1232	a	1414	a	1548	a	14000	12752	e
Bear Hollow Dr	@224	1819	a	1659	a	1797	a	14000	3498	a
Village Round Rim	@224	1170	a	1134	a	1128	a	14000	1128	a
Powderwood Road	first straight	1408	a	13763	e	8306	c	16000	9466	c
Cutter Lane / n silver springs	@224	3440	a	3087	a	3111	a	14000	3215	a
Silver Springs Road	@224	3658	a	4239	b	4393	b	14000	4202	b
Sun Peak Dr.	@224	1687	a	19506	f	18505	f	14000	27345	f
Highland	north of @ ute	4077	a	6825	c	9548	d	14000	6238	c
Atkinson Ave		1236	a	5713	b	12400	e	36000	30470	e
Bitner Road	west of the underpass	2382	a	7561	c	4164	b	15000	3916	b
Bitner Road	end	944	a	1938	a	2055	a	15000	1499	a
Old Ranch Road	s of trailside/bottom of hill	946	a	5881	c	3855	b	12000	4422	b
Old Ranch Road	at highland	1732	a	1993	a	2570	a	12000	2220	a
Old Highway 40	by 248	1710	a	7738	c	23618	f	48000	39874	e
Old Highway 40	mid road	1038	a	2076	a	591	a	14000	796	a
Promontory Ranch (Star Pointe Rd)	main entry	1854	a	8862	d	9004	d	14000	9021	d
Promontory Ranch (Star Pointe Rd)	in from i-80	200	a	654	a	623	a	14000	611	a
Highland Drive	west of underpass	3085	a	5164	b	7225	c	15000	4720	b
Highland Drive	east of underpass	3796	a	4589	b	6468	c	15000	4444	b
Highland Drive	e of old ranch	3138	a	6276	b	472	a	15000	6276	b
Highland Drive	n of silver summit pky	2692	a	5384	b	472	a	15000	5384	b
Silver Summit Parkway	e of highland	4668	b	5001	b	6727	c	14000	5565	b
Silver Summit Parkway	w of highland	2035	a	1973	a	2403	a	14000	2501	a
Day Breaker Drive	end near jr	356	a	415	a	498	a	12000	498	a
Homestead Road	near rasmus	3634	a	4168	b	4998	b	14000	5016	b
Rasmussen Road	Just west of homestead	4940	b	5696	b	6895	c	14000	6878	c
Jeremy Ranch Road	near rasmus	2294	a	0	a	249356	0	14000	0	a
Jeremy Ranch Road	end	554	a	1044	a	910	a	14000	914	a
Silver Creek Road	past bells/@i80	5209	b	6312	c	8426	c	14000	9564	d
North Pace frontage	by burt bro	2848	a	5309	b	6523	c	14000	6251	c
Silver Creek Drive	east of gas	4526	a	23478	f	20895	f	30000	20830	d
Silver Creek Drive	into int from us-40	9185	c	25610	f	26033	f	48000	26013	c
Old Highway 40	by home depot	3903	a	6550	c	8137	c	16000	8056	c
I-80 Underpass	in the underpass	2024	a	4795	b	6037	c	14000	3238	a
Tollgate Road (SA#3)	at i-80	3808.8	b	5590	c	7828	d	12000	7828	d
UDOT SR-224	N of SPUI	15463	b	40848	f	47466	f	64000	46199	d
UDOT SR-224	S of SPUI	46576.4	d	73035	f	84713	f	96000	84808	e
UDOT SR-224	between ute / oly. Park	24657.7	c	46711	f	44192	f	96000	53301	c
UDOT SR-224	s of kimball J	34864.6	d	54641	f	61921	f	84000	61010	d
UDOT SR-224	n of Canyons - COUNTER	36426.3	d	49585	f	50107	f	84000	55962	d
UDOT SR-224	s of Canyons to pc	32765	d	52561	f	61758	f	44000	61368	f
UDOT SR-224	n of 248 (kearns)	19780	b	29228	d	34262	d	48000	36319	d
UDOT SR 248	e of 224	20960	b	30300	d	27054	c	48000	27732	c
UDOT SR 248	pc to us 40-west quinns	15500	c	21250	d	27938	e	28000	27867	e
UDOT I-80	@ slc co line	44475	b	66392	d	86729	e	96000	86932	e
UDOT I-80	jre - 224	45980	b	66599	d	85042	e	96000	95966	e
UDOT I-80	224-us 40	31110	b	56492	c	72316	d	96000	73949	d
US 40	quinns to wasatch co	19125	a	38252	c	41799	d	64000	41782	d
US 40	silver creek jun. to quinns	24475	b	38979	c	53303	e	64000	53157	e

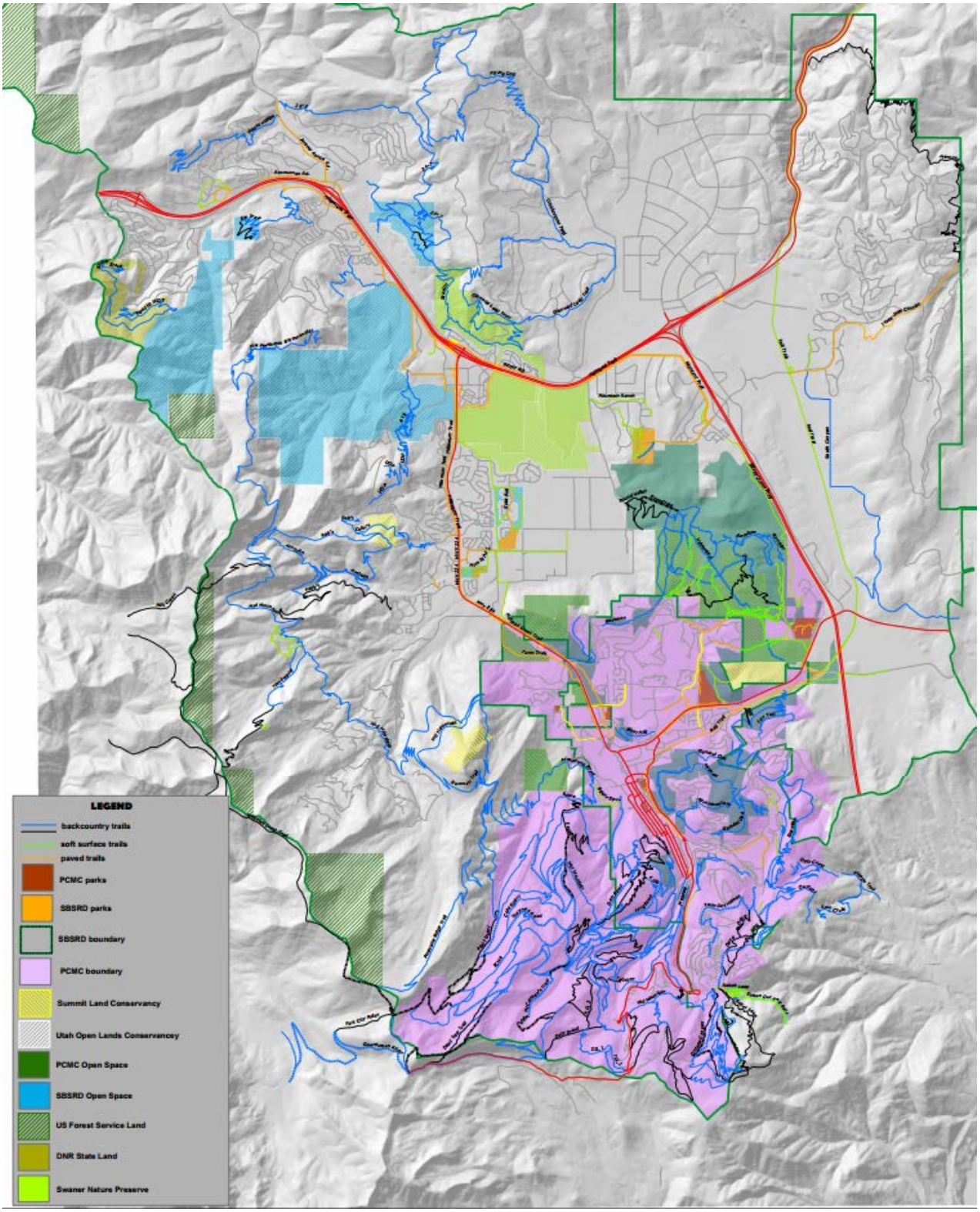
Source: Prepared by Kent Wilkerson, Summit County Public Works- Division of Engineering

1.5.2 BICYCLE/ PEDESTRIAN

Figure 1-4 shows the existing bicycle and pedestrian facilities in the Snyderville Basin, from the Snyderville Basin Special Recreations District. Reviewed studies and plans describe the non-motorized transportation network as follows:

- Given the land use of the area and low volumes on certain streets, shoulders are often used by bicycles, even when not acceptable by code. However, typically shoulders are narrow and not maintained for cycling. (1)
- The Eastern Summit County Development Code does not require sidewalks in rural areas.
- Summit County has provided snow removal in the Kimball junction commercial area on some public sidewalks. Further, Snyderville Basic Recreation District's maintenance plan provides multi use access (hiking, biking, cross country skiing, etc.) to 16 miles of connected trails in the Willow Creek Park and Utah Olympic Park areas.
- Paved or soft-surface trails in the Basin include the Millennium Trail, East 224 Connector Trail, Pinebrook / Gorgoza Connector Trail, Willow Creek Trail, McLeod Creek Trail, and Split Rail Lane, Trail Side, Round Valley, Promontory and the Rail trail. (3)
- Park City has approximately 41 miles of paved urban trails—17 miles of asphalt sidewalks and trails; 20 miles of concrete sidewalks and trails; and four miles of unpaved trails. In addition to the sidewalks and trails listed, approximately four miles of cycle lanes are located along the edge of Park City's streets. The bulk of Park City's trails are located alongside existing streets in the form of sidewalks and roadside trails. The remaining facilities are located primarily along two fully-separated trails - the Union Pacific Rail Road (UPRR) Rail Trail and Poison Creek Trail. The existing trail and sidewalk system provides connections and linkages with a wide range of destinations and community places. (12)
- At present, approximately half of the existing walking and biking system is plowed by Park City during the winter, representing a significant maintenance commitment on the part of the city. Only the Poison Creek Trail includes a system of pedestrian lighting. As new trails are developed and existing facilities enhanced, determining the levels of maintenance and lighting are of particular concern. (12)

Figure 1-4 Snyderville Basin Existing Trails Map



1.5.3 GOALS

This 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:

1. Integration - 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.
2. Multi-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.
3. Interconnected - Create an interconnected local and regional roadway network that provides efficient and convenient mobility and access.
4. Design & Maintenance - Plan, design, build and maintain a high-quality, safe and cost-effective transportation system.
5. Economy - Resorts – Recognize and support the unique world class Olympic-level resorts based in Summit County and support their goals in guest transportation options.
6. Education – 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.
7. Monitoring - Regularly Measure & Report Progress toward long term goals.

2.0 RECOMMENDED PROJECTS FROM PREVIOUS STUDIES

2.1 PREVIOUSLY RECOMMENDED PROJECTS

Based on existing conditions, previously completed plans and studies, a number of proposed projects were identified that address the deficiencies of the current transportation network and anticipated needs based on growth projections and trends.

2.1.1 NON-INFRASTRUCTURE/ TRIP REDUCTION RECOMMENDATIONS

Before simply expanding roadway capacity, existing plans make a number of recommendations for the future of the region's road network that are more sustainable and cost effective, while still addressing congestion and increasing safety. Plans recommend considering all capacity-increasing and trip reduction measures on area roads as the first response (3). These include traffic calming, transportation enhancement policies, reevaluation of LOS standards and maintenance, which are discussed in greater detail below.

2.1.1.1 Traffic Calming (6)

Traffic calming, separated into physical and non-physical elements, is intended to decrease travel speeds and make streets safer for all modes.

- *Physical Devices* include speed humps, traffic circles, street narrowing, street medians, and traffic bulb-outs (small/short street medians).
- *Non-Physical and Information/Education Methods* include increased enforcement, speed watch program, and a neighborhood pace car program.

2.1.1.2 Transportation Enhancement Policies

The Snyderville Basin Transportation Master Plan recommends a number of Transportation Enhancement Policies that expand travel choices and enhance the transportation experience by considering travel behavior.

- *Implement Travel Demand Management (TDM) programs*- Ask employers to reduce employee and visitor trips, and to provide incentives for using transit. Require new developments to implement programs enabling these goals, policies, and actions. (3)

- *Pursue supply side factors that will address the high number of visitor, resort-bound traffic*- Provide preferential parking for car/vanpools, expanded transit routes and schedules, intercept park-and-ride lot(s), on-site parking restrictions for employees, expanded transit shelter, stops and system amenities, signal integration and/or signal preference for transit vehicles, information signage to provide visitors with on-time performance for transit, expansion of shuttle services from airport to community and in community transport program, and evaluation of pay parking. (3)
- *Evaluate demand side approaches*- Vary closing time for resorts to distribute PM peak hour traffic out onto SR 224 over a longer period, promotion of car-free vacations for area visitors by the Chamber of Commerce, provision of incentives such as a guaranteed ride home program for resort employees who participate in trip reduction programs, financial incentive for visitors who use transit (differential fees at resorts), visitor information signage with alerts on area traffic conditions, daily traffic report on local radio station with existing and expected conditions, flexible work schedules for employees to spread out employee load-out, intelligent transportation system for parking availability. (3)
- *Continue Park City's commitment to identify TravelWise strategies in order to maximize efficiency of the SR 248 corridor*- This may include requiring employee parking at the US 40 park-and-ride lot, providing incentives for high-occupancy vehicles, and continuing to support bicyclists and pedestrians in the corridor. UDOT Planning and Region Two can work with Park City to identify partnering opportunities in maximizing the capacity of the road. TravelWise offers several opportunities to work together to best use existing facilities. Summit County and UDOT should also continue to implement TravelWise strategies. (10)
- *Consider implementing various models for car sharing*- Summit County should contact Aspen, Colorado as well as ZipCar and UCarShare to possibly identify a preferred provider for car sharing service in the city. Ski areas may want to be involved in targeted marketing and outreach efforts in exchange for offering lift ticket or other incentives to those using shared cars. (3)

2.1.1.3 Reevaluation of Level-of-Service (LOS) Standards

As these areas continue to grow and face large fluctuations seasonally and during special events, some level of traffic and congestion will be inevitable and acceptable. The following are the list of recommendations for the reevaluation of LOS in the region: (3)

- Roads and intersections will be mitigated to meet an 100th annual highest traffic condition and monitored during the peak condition.
- The LOS policy should specify use of worst case conditions for LOS calculations. Likewise, the policy should identify the day of week and time of day.

- An LOS that considers all modes should be utilized. Summit County would also benefit from alternative forms of roadway evaluation that accounts for multi-modal forms of transportation and different user groups.
- Summit County's LOS policy should guide and direct transportation studies. It should go the next step after developing thresholds and consider the balance between providing convenient driving and minimizing impact on the physical environment.

2.1.1.4 Maintenance

Maintenance projects should be addressed promptly. Delayed maintenance will cost the tax paying residents of Summit County from five to 25 times more than if maintenance work is fully funded each year. Every dollar spent on the road surface in the first few years of its life saves $6 to $10 as the road reaches the end of its life cycle. (2)

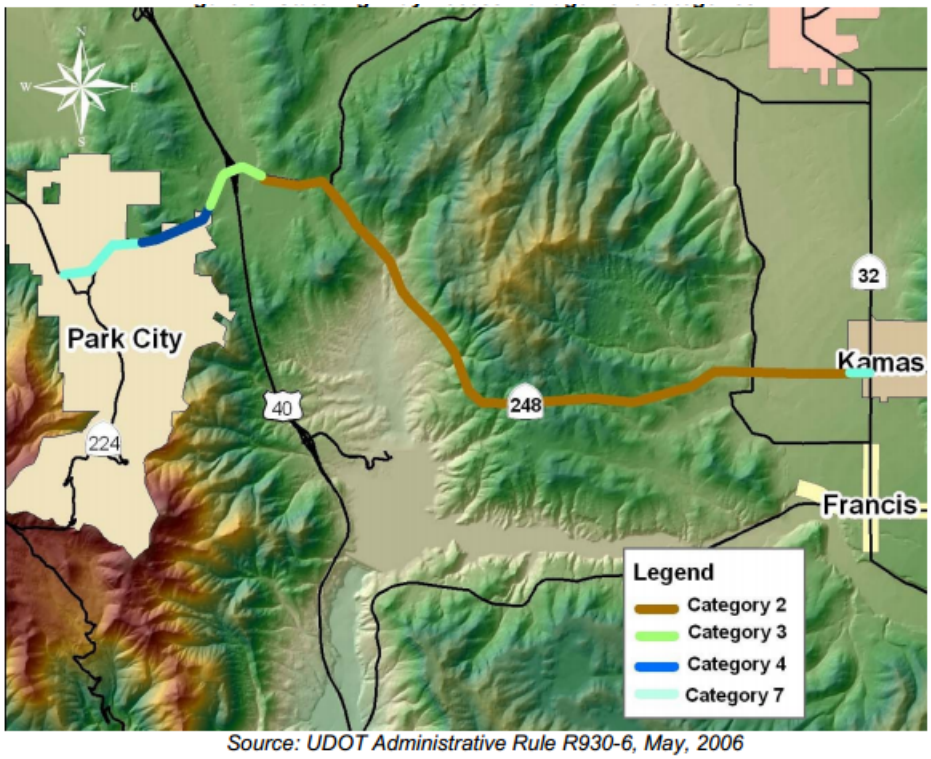
2.1.2 INFRASTRUCTURE PROJECTS

2.1.2.1 Intersections and Signals

Plans for intersections and signals in the Snyderville Basin area, as identified in the reviewed studies and plans, include:

- Confirm and implement signal locations and access points on SR 224 and 248; the Snyderville Basin General Plan (SBGP) specifies these locations as Ute Boulevard, Newpark Boulevard, Ranch Place/Cove, Silver Springs, The Canyons / Village Round and Old Ranch Road / Sun Peak. The UDOT, Park City and Summit County Corridor Preservation Agreement for SR 248 propose a signal at Old Dump Road. (3)
    - SR 248 has three different access management categories, as pictured in **Figure 2-1** from the SR-248 Corridor Plan, through the study area, according to the adopted UDOT Administrative Rule. These categories determine the minimum spacing of access, street and signals. (15)

Figure 2-1 SR 248 Access Management Categories



Source: UDOT Administrative Rule R930-6, May, 2006

Table 14 – State Highway Access Management Standards

Category		Minimum Signal Spacing (feet)	Minimum Street Spacing (feet)	Minimum Access Spacing (feet)	Minimum Interchange to Crossroad Access Spacing (feet)		
					To 1st R-in R-out	To 1st Intersection	From last R-in R-out
2	System Priority Rural	5,280	1,000	1,000	1,320	1,320	1,320
3	System Priority Urban	2,640	No Un-Signalized Access Permitted		1,320	1,320	1,320
4	Regional Rural	2,640	660	500	660	1,320	500
7	Community Rural	1,320	300	150	Not Applicable		

Source: Administrative Rule R930-6, UDOT, 2003

Locations of new signals or intersection improvements include:

- Landmark Drive/Factory Outlet Stores entrance (Signal or enhanced roundabout – (County) – scheduled for 2017
- Extension of Landmark Drive at Olympic Park Drive (County)SR 224/Cub Hollow (Signal - UDOT) - Complete
- SR 224/White Pine Canyon Road (Signal) – Long Range Improvement
- Pinebrook Boulevard/Kilby Road (Roundabout) - Pending

- I-80 Ramps at Jeremy Ranch exit (Roundabout) - Long Range Improvement
- Homestead Road/Rasmussen Road (Roundabout) - Pending
- US-40 Ramps at Silver Summit (Roundabouts) - Pending
- Silver Creek Drive and US-40 Frontage Road (Roundabouts) – Under Construction
- Promontory Ranch Road and Silver Creek Drive (Intersection improvements) - Pending
- SR 224 and Bear Hollow UDOT Long Range Plan Phase I widening project (9) - Pending
- Kimball Junction Interchange upgrades (9) - Pending

2.1.2.2 State Road 224

Plans for SR 224, as discussed in the reviewed documents, are as follows:

- *Park City Traffic & Transportation Master Plan (2011)* - Only widen (add HOV/HOT lanes) from I-80, about 2.8 miles south to The Canyons. The remaining segment until SR 248 shouldn't have to be widened if Park City achieves its TTMP goals. If additional capacity is needed in this section, either restripe general purpose lane or shoulder to HOV/HOT lane or widen with new HOT/HOV or general purpose lane.
- *Snyderville Basin Transportation Master Plan (2009)* - Widen to six lanes from I-80 to The Canyons (or Olympic Park). Ideally this additional lane will be a HOV lane or transit lane, but if this doesn't improve LOS enough, the outside lane will become a general lane. Minimize access along SR 224, and 248; including placement of medians from White Pine Canyon Road to Kimball's junction as justified to aid traffic movement and improve safety
- *The UDOT Wasatch Back Emerging Area Plan (2010)* - Makes the same proposal to widen, but recommends a widening further south all the way to SR 248.
- *Kimball Junction Traffic Evaluation (2012)* - The traffic analysis performed in this study projects that the intersections of SR224 at I-80, Ute Boulevard and Olympic Parkway will have a failing LOS in 2030 "and will fail to accommodate 20% to 30% of the projected traffic demand." The recommendations proposed are as follows:
    - *SR 224 & I*-80 interchange- triple northbound left turn lane and three-phase signal operation
    - *SR224 & Ute Boulevard*- CFI with three-phase signal operation
    - SR 224 & Olympic Parkway- standard capacity improvements

2.1.2.3 Realignment and Widening of Landmark Drive (3,4)

The realignment and widening of Landmark Drive is set to develop in the four phases outlined below, to create a five-lane collector road to serve one of the core business districts of the Snyderville Basin.

- Schedule A- Extend Landmark Drive from SR 224 to Walmart (complete)
- Schedule B- Extend Landmark Drive to Olympic Parkway (complete)
- Schedule C- Upgrade the remainder of Landmark Drive, from Landmark Inn to the Tanger Outlet Mall to a four-lane road (pending)
- Schedule D- Extend Landmark Drive to Bear Hollow (pending)

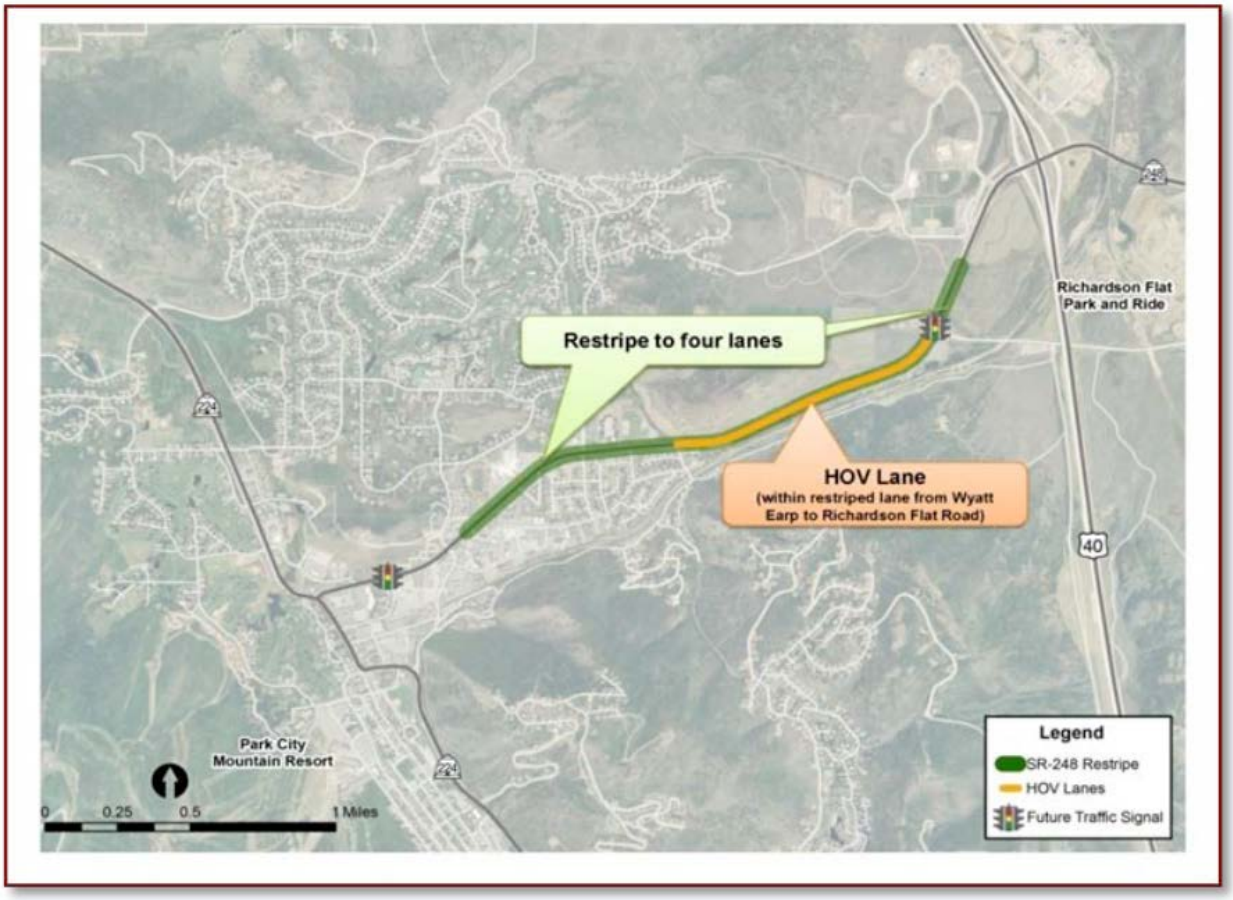
2.1.2.4 SR 248 (13 and 15)

The preferred alternative identified by the SR 248 Corridor Plan is constructing four lanes within the existing footprint between SR 224 and US 40, and creating dedicated bus/HOV lanes, as shown in **Figure 2-2**. This alternative involves widening the road section between Sidewinder Drive and Wyatt Earp Way to include four 11-foot travel lanes (narrowed from the existing 12 feet) with a 14-foot center turn lane, which would accommodate turning movements. The two outside travel lanes would be dedicated HOV/bus lanes between Wyatt Earp Way and Richardsons Flat Road. Continuous bike lanes would be provided between SR 224 to US 40.

The UDOT Wasatch Back Transportation Plan recommends widening 8.2 miles of SR 248 from Park City to Wasatch County line. (10) However, Park City Council has passed a resolution not to widen SR 248 within City Limits until all elements of the corridor plan have been implemented.

The Snyderville Transportation Master Plan recommends minimizing access along SR 224, and 248, including placement of medians in 224 and 248 to aid traffic movement and improve safety. (3)

Figure 2-2 Planned Corridor Improvements, SR 248



2.1.2.5 Future Gateways into Park City (13)

The Park City Transportation Master Plan discusses the concept of gateway corridors as follows:

"Analysis of the existing gateway corridors (SR 224 and SR 248) suggests that achieving the high-occupancy vehicle and transit goals established in [the Park City Transportation Plan] means that no new or additional gateway corridors are necessary to meet future demand. However, information provided here will form a basis of understanding and analysis should future conditions change, HOV and transit goals not be met, or other reasons occur to consider additional gateway corridors."

2.1.3 SNYDERVILLE BASIN TRANSPORTATION MASTER PLAN PREFERRED ALTERNATIVE

The Snyderville Transportation Master Plan identifies three phases of projects—Phase I, Phase II, Phase III—categorized based on the implementation timeline.

2.1.3.1 Phase I (2009-2014)

Phase I projects, as identified in the Snyderville Basin Master Transportation Plan, were recommended for completion by 2014. The remaining projects in Phase I that have yet to be completed include the following:

- Construct Kimball Transit Hub (est 2015) (3,4)
- Improve Jeremy Ranch exit at Rassmussen Road and Kilby Road (est 2015) (3.4)
- Construct a roundabout at Silver Creek Drive and N Pace Frontage Road (2014) (3,4)
- Widen SR 224 from I-80 to Bear Hollow (UDOT Phase I)
- Construct Kimballs and SR 224 Park and Ride (entitled) (3,4)

2.1.3.2 Phase II (2015-2019)

Phase II improvements build on the Phase I improvements to achieve the goals stated in the Snyderville Basin Transportation Master Plan and include the following projects:

- Extend Powderwood Drive into the proposed Summit Research Park. (complete) (3,4)
- Construct intersection improvements at Ute Boulevard and Smith's Pharmacy (complete) (3,4)
- A future road should connect Bittner Road to Silver Creek Road: such that local traffic is not required to enter the interstate system. (planning) (3,4)
- Relocate the eastside US-40 frontage road from Atkinson to SR 248. As capacity of the US-40 / SR 248 exit is reached, provide the additional separation is needed. (3,4)
- Extend Silver Creek Drive back to the North Pace frontage road north of existing businesses providing much less emphasis on the subject intersection and better access to the Silver Creek Village as proposed. (entitled) (3,4)
- Widen Rasmussen Road from the Jeremy Ranch interchange to the Kimball Junction interchange. (3,4)
- Widen Kilby Road from Pinebrook Boulevard to the intersection at the Factory Stores entrance. Included in the project would be a look at each intersection. (3,4)

- Upgrade Jeremy Ranch intersections. Per Horrocks Engineers study of the intersections, the preferred alternative is a series of four roundabouts. This project has been delayed, faced a significant amount of controversy and will be reevaluated due to a reduction in traffic. (3)

2.1.3.3 Phase III (2020-2030)

The Phase III improvements involve significant construction, but could have the greatest potential impact on the area. These projects include:

- Close SR 224 and Landmark Drive intersection and have Landmark Drive pass over SR 224 instead. Alternative solutions will continue to be studied to provide access and circulation in the Kimball junction area while preserving the traffic flow from I-80 onto SR 224. (3,4)
- Construct a new I-80 interchange and frontage roads at the existing High Ute View Area to provide travelers with the option to bypass Kimball Junction completely to access SR 224. (3,4,9)
- Provide additional capacity to the Quinns Junction Interchange. A Single Point Urban Interchange (SPUI) under the existing structure appears to be the most feasible; however, the existing US-40 frontage road is too close and would be relocated near the rail trail providing a signalized intersection and pedestrian crossing. (3,4)
- Widen Silver Summit exit over US-40 to accommodate additional traffic. (3,4)
- Construct the west side frontage road from Quinn's to Highland Drive. (3,4)

2.1.3.4 Unfunded

Unfunded projects do not yet have identified funding for implementation. This project is:

- Widen 17.5 miles of I-80 from the mouth of Parley's Canyon (intersection of I-80 and 215) to Silver Creek Junction (intersection of I-40 and I-40) (Unfunded phase). (10)

2.1.4 BICYCLE/ PEDESTRIAN

The proposed bicycle and pedestrian projects in Park City are shown in **Figure 2-3** and those in all of Snyderville Basin are shown in **Figure 2-4.** Projects identified in the reviewed plans and studies are outlined below:

- Consider adopting a complete street policy. (1)
- Work with the County to consider adopting a position on winter sidewalk maintenance to the extent that it promotes the goals of the County.

- Encourage the consideration of maintenance of sidewalks adjacent to properties by the respective owner as established by ordinance. (3)
- Include mode share goals with transit and non-motorized transportation.
- Provide a walkability study for key areas. Incorporate key trail improvements into the capital facilities planning. Work with the Snyderville Basin Recreation District in improvements and maintenance of the trails. Work with the non-motorized trails committee to encourage this form of transportation. (3)
- Grade separate Ute Boulevard over SR 224 to allow pedestrians to use the overpass to cross SR 224. (3)
- Provide a pedestrian underpass under SR 224 at Silver Springs and Bear Hollow. (3)
- Provide internal circulation within the Kimball junction business district to reduce conflict points. (3)
- Implement the 2008 Park City Trails Master Plan Update, which facilitates the development of an alternative transportation system for non-motorized transportation that helps support the road and transit system. (13)
- Implement the envisioned "Spine System" that will serve as the primary walking and biking route for Park City. The "Spine System" is supported by a system of "Interconnected Neighborhood Linkages." Together, the various sidewalks, trails, pathways and routes which comprise these systems provide a high-quality, interconnected system for walking and biking through the community, and for accessing trails beyond the city limits. (12)
    - The "Spine System" is only partially implemented at present. In order to be fully functional, it will ultimately incorporate a system of interconnected sidewalks and trails located along the edges of major thoroughfares (SR 224, SR 248 /Kearns Boulevard and Bonanza Drive). (12)
    - The "Spine System" will provide good access to schools, shopping and work places, and easy connections with transit. The system also improves or eliminates crossings on busy roads, fixes current gaps and missing connections, will serve a large number of users, and maximizes underutilized existing walking and biking facilities to the greatest degree possible. (12)
- Implement the envisioned "Interconnected Neighborhood Linkages," which connects surrounding neighborhoods and districts with the "Spine System", helping to create a high-quality, fully-connected walking and biking environment in the city. The range of walking and facilities which compose this system are by nature more diverse than those which make up the "Spine System" encompassing various sidewalks, pathways, trails and routes. (12)

Figure 2-3 Park City Existing and Planned Trails and Trailheads

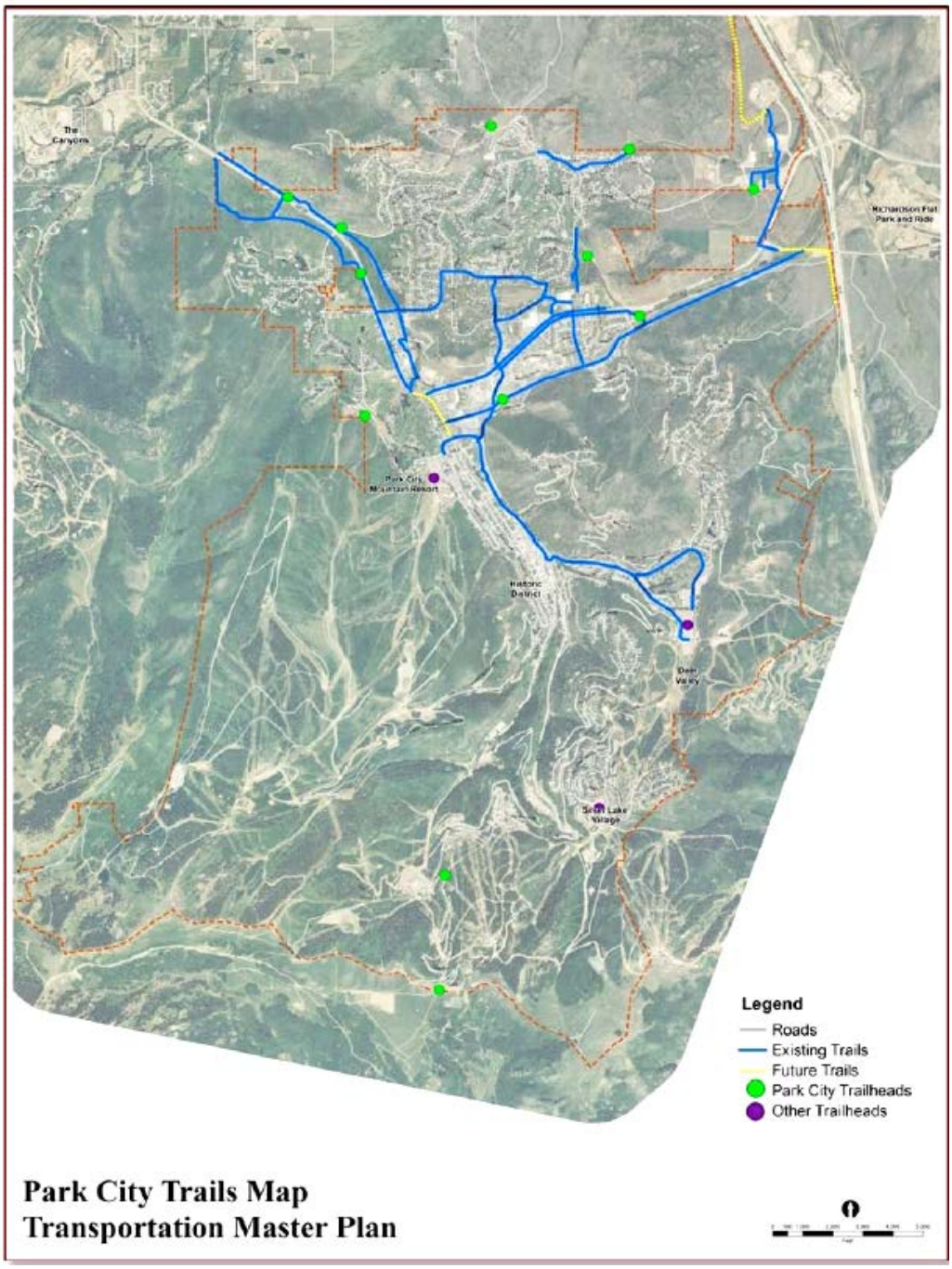
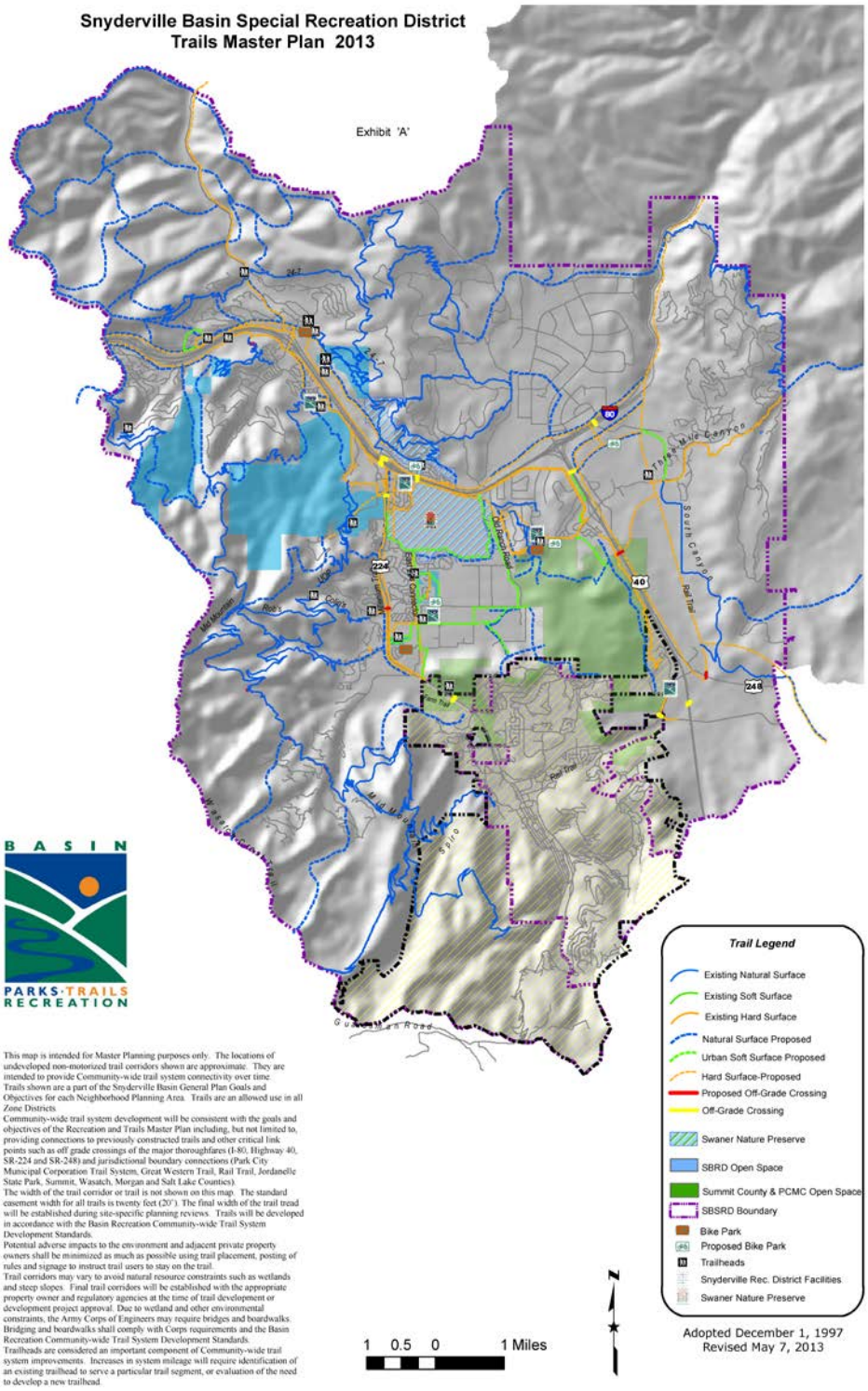


Figure 2-4 Snyderville Basin Proposed and Existing Trails



1. This map is intended for Master Planning purposes only. The locations of undeveloped non-motorized trail corridors shown are approximate. They are intended to provide Community-wide trail system connectivity over time.
2. Trails shown are a part of the Snyderville Basin General Plan Goals and Objectives for each Neighborhood Planning Area. Trails are an allowed use in all Zone Districts.
3. Community-wide trail system development will be consistent with the goals and objectives of the Recreation and Trails Master Plan including, but not limited to, providing connections to previously constructed trails and other critical link points such as off grade crossings of the major thoroughfares (I-80, Highway 40, SR-224 and SR-248) and jurisdictional boundary connections (Park City Municipal Corporation Trail System, Great Western Trail, Rail Trail, Jordanelle State Park, Summit, Wasatch, Morgan and Salt Lake Counties).
4. The width of the trail corridor or trail is not shown on this map. The standard easement width for all trails is twenty feet (20'). The final width of the trail tread will be established during site-specific planning reviews. Trails will be developed in accordance with the Basin Recreation Community-wide Trail System Development Standards.
5. Potential adverse impacts to the environment and adjacent private property owners shall be minimized as much as possible using trail placement, posting of rules and signage to instruct trail users to stay on the trail.
6. Trail corridors may vary to avoid natural resource constraints such as wetlands and steep slopes. Final trail corridors will be established with the appropriate property owner and regulatory agencies at the time of trail development or development project approval. Due to wetland and other environmental constraints, the Army Corps of Engineers may require bridges and boardwalks. Bridging and boardwalks shall comply with Corps requirements and the Basin Recreation Community-wide Trail System Development Standards.
7. Trailheads are considered an important component of Community-wide trail system improvements. Increases in system mileage will require identification of an existing trailhead to serve a particular trail segment, or evaluation of the need to develop a new trailhead.

2.2 FEE STRUCTURE

Table 2-1 shows the Capital Project List for Summit County and the designated funding source for each project. Projects are separated into Phase I, II and III projects, depending on their implementation timeline. Funding is identified as being provided federally, by UDOT, Park City, a private contribution, Summit County or some combination of these sources. **Table 2-2** outlines more broadly the breakdown of funding sources for future Capital Improvement Projects. The table identifies the quantity and percent of funding provided by the County, UDOT, the Federal government, private contributions and Park City. Summit County will need to generate $56 million over the next 24 years, equating to roughly $2.1 million a year to fund all of these projects.

Table 2-1 Project Cost Table and Funding Source

	Project Cost Table				Others Funding Table										
Status	Project #	years		Total Cost	% Federal		% UDOT		%	Park City		Private		County	
			Phase 1 (0-5 years) 2009-2014	$ 35,767,413											
Completed	1-3	0	Landmark - A	$ 6,548,094	grant	$ 1,000,000	1%	$ 39,289		$ -		$ -		$ 5,508,806	
Completed	1-6	0	Bus Shelters	$ 159,500	0%	$ -		$ -		$ -	25%	$ 39,875		$ 119,625	
Completed	1-8	0	Canyons Transit Hub	$ 485,171	0%	$ -		$ -	0%	$ -	100%	$ 485,171		$ -	
Completed	1-11	0	Landmark to Olympic Park - B	$ 2,408,720		$ -		$ -		$ -	ROW	$ 1,293,750		$ 1,114,970	
Completed	1-2	1	Transit Operations Center	$ 5,103,554	80%	$ 4,082,843		$ -	50%	$ 510,355		$ -		$ 510,355	
2015 est	1-4	1	Kimball Transit Hub	$ 2,874,938	80%	$ 2,299,950		$ -	15%	$ 86,248	ROW	$ 597,879		$ (109,139)	
Completed	1-10	1	SR - 248 Park & ride	$ -	50%	$ -	6%	$ -	0%	$ -		$ -		$ -	
Completed	1-connect	1	Kimballs Connectivitiy Phase 1	$ 503,006	20%	$ 100,601		$ -		$ -		$ -		$ 402,405	
2015 est	1-1	2	Jeremy Ranch Exit - Rassm/Kilby	$ 2,727,969		$ -	50%	$ 1,363,985		$ -		$ -		$ 1,363,985	
2014	1-9	2	Roundabout Silver Creek Dr/Pace/40 front	$ 1,519,729		$ -	25%	$ 379,932		$ -	10%	$ 151,973		$ 987,824	
UDOT Phase 1	1-12	2	SR -224 Widen / I-80 to Bear Hollow	$ 5,582,601		$ -	100%	$ 5,582,601		$ -		$ -		$ -	
Completed	1-13	2	White Pine to Canyons Resort Drive	$ 993,402		$ -		$ -		$ -	100%	$ 993,402		$ -	
Completed	1-7	3	Canyons Resort Drive Roundabout	$ 423,415		$ -		$ -		$ -	25%	$ 105,854		$ 317,561	
Completed	1-14	3	Crossing SR 224-Olympic Parkway	$ 1,711,705	20%	$ 342,341	5%	$ 85,585		$ -	41%	$ 700,000		$ 583,778	
Entitiled	1-5	4	Kimballs/SR-224 Park and Ride	$ 4,725,608	80%	$ 3,780,486		$ -	25%	$ 236,280	ROW	$ 2,456,536		$ (1,747,695)	
			Phase 2 - (5-10 years) 2015-2019	$ 31,808,528											
Completed	2-1	5	Powderwood Drive	$ 3,077,175		$ -		$ -		$ -	0%	$ -		$ 3,077,175	
Completed	2-7	5	Ute / smith-kmart intersection improvement/ roundabout	$ 950,827		$ -		$ -		$ -		$ -		$ 950,827	
Completed	2-connect	5	Kimballs Connectivitiy Phase 2	$ 448,487	20%	$ 89,697		$ -		$ -		$ -		$ 358,790	
Planning	2-2	6	Bitner Road extension to Silver Creek Rd	$ 3,100,377		$ -	10%	$ 310,038		$ -		$ -		$ 2,790,340	
	2-4	6	South end US-40 Frontage Atkinson-248 widen	$ 2,906,484		$ -	50%	$ 1,453,242		$ -		$ -		$ 1,453,242	
	2-9	6	Kilby Rd Widening	$ 3,128,441		$ -		$ -		$ -		$ -		$ 3,128,441	
N/A open space	2-3	7	West US-40 Frontage R-O-W preservation						100%						
Entitiled	2-5	7	Silver Creek Dr extend to N Pace Frontage Rd	$ 4,202,252		$ -		$ -		$ -	100%	$ 4,202,252		$ -	
	2-8	7	Rasmussen Widening	$ 3,115,076		$ -		$ -		$ -	15%	$ 467,261		$ 2,647,815	
	2-13	7	Crossing SR 224 - Bear Hollow	$ 2,002,452	ls	$ 1,000,000	5%	$ 100,123		$ -		$ 500,000		$ 402,330	
	2-6	8	SR -224 Widen to Canyons	$ 7,815,842		$ -	100%	$ 7,815,842		$ -		$ -		$ -	
	2-10	8	Park-n-ride - Silver Creek Junction	$ 427,439		$ -		$ -		$ -		$ -		$ 427,439	
	2-11	8	Park-n-ride - Silver Summit	$ 133,657		$ -		$ -		$ -		$ -		$ 133,657	
	2-12	9	Park-n-ride Old Ranch	$ 500,016		$ -		$ -		$ -		$ -		$ 500,016	
			Phase 3 - (10-21 years) 2020-2030	$ 84,499,176											
	3-connect	10	Kimballs Connectivitiy Phase 3	$ 110,941	20%	$ 22,188		$ -		$ -		$ -		$ 88,753	
	3-1	11	Landmark C, widen to Factory Stores	$ 1,810,682		$ -		$ -		$ -		$ -		$ 1,810,682	
	3-6	11	Quinns SPUI	$ 3,695,637		$ -	100%	$ 3,695,637		$ -	0%	$ -		$ -	
	3-11	11	Transit Operations Center-expansion	$ 5,274,433	80%	$ 4,219,547		$ -	50%	$ 527,443		$ -		$ 527,443	
	3-10	12	Roundabout Silver Summit Parkway and Highland	$ 408,757		$ -		$ -		$ -		$ -		$ 408,757	
	3-5	13	Landmark D Extend to Bear hollow	$ 6,201,785		$ -		$ -		$ -	ROW	$ 2,203,400		$ 3,998,385	
	3-2	15	Ute Grade Separated Intersection	$ 17,960,403		$ -	25%	$ 4,490,101	0%	$ -		$ -		$ 13,470,303	
	3-9	16	Crossing SR 224-Canyons Resort	$ 2,886,691	ls	$ 1,000,000	3%	$ 86,601		$ -		$ 500,000		$ 1,300,090	
	3-3	18	Interchange frontage road	$ 11,396,056		$ -	10%	$ 1,139,606		$ -	10%	$ 1,139,606		$ 9,116,845	
	3-4	19	Interchange - At rest area	$ 23,969,939	50%	$ 11,984,970	50%	$ 11,984,970		$ -	0%	$ -		$ -	
N/A open space	3-8	20	West US 40/Highland Dr to SR 248						100%						
	3-7	21	Silver Summit Exit Widen	$ 10,783,850			100%	$ 10,783,850		$ -		$ -		$ -	
			Totals	$ 152,075,116.26		$ 29,922,624		$ 49,311,400		$ 1,360,327		$ 15,836,959		$ 55,643,806	

Table 2-2 Capital Project Funding Sources

Funding Source	**Amount**	**Percent**
County	$55,634,806	37%
UDOT	$49,311,400	32%
Federal	$29,922,624	20%
Private	$15,918,020	10%
Park City	$1,360,327	1%

The Snyderville Basin Transportation Impact Fee Analysis reported a slightly different breakdown of cost obligations. This source reported that the County will need to construct approximately $92 million in new roadway projects funded cumulatively by Federal, State and other funding sources. Approximately $32.7 million will be funded through the County revenues including impact fees. This analysis estimates that impact fees will fund $13.7 million, or 14.9 percent, of the total future road facilities and 41.9 percent of the total amount that the County must fund. The total cost that the County may recover through impact fees is $17.3 million and will be spread across 9,810 new trips. (5)

2.3 SHORT TERM INFRASTRUCTURE NEEDS

An evaluation of the region's population and employment growth, as well as transportation trends, provides an important assessment of the roadway deficiencies that must be addressed to meet the transportation needs of residents and visitors. Due to the increased growth of the area, travel demand is expected to increase significantly into the future. To address this potential capacity issue from the demand side, Snyderville Basin can adopt additional policies and programs to reduce vehicle demand, allow for well-informed travel decisions and provide increased transportation options to residents, visitors and employees. Area employers and resorts can participate in transportation management associations (TMA) and adopt trip reduction targets to reduce single occupancy trips into and from the basin.

An evaluation of existing conditions and analysis of future conditions performed in previous plans indicates that areas in Snyderville Basin may have some vehicular operational issues. Providing new signal and intersection enhancements where necessary can help address these deficiencies in the network. Corridors that are overcapacity and require potential widening or other capacity-increasing alternatives include SR 224, SR 248 and Landmark Drive. In order to address the deficiencies and increased demand

on other corridors and intersections in the study area, Snyderville Basin should continue to implement Phase II and III Capital Improvement Projects.

2.4 SHORT TERM BICYCLE/ PEDESTRIAN NEEDS

Previous planning efforts have identified goals of an increased non-motorized mode share within the Snyderville Basin. In order to reach these goals, it is recommended that the region build an interconnected urban trails network and improve trail maintenance policies and practices. The bicycle and pedestrian network is missing neighborhood linkages, which results in a disconnected network. Incorporating a "Spine System" as well as "Interconnected Neighborhood Linkages" will make for a fully connected walking and biking environment.

Key connections in the existing trail network need to be completed, including under or overpasses where necessary, such as at SR 248 and SR 224. The continued implementation of the Park City Trails Master Plan and Snyderville Basin Recreation Trails Master Plan will make the bicycle and pedestrian network more connected and safer for all users.

3.0 TRANSIT

3.1 POPULATION CHARACTERISTICS

Nationwide, transit system ridership is drawn largely from various groups of persons who make up what is often called the "transit dependent" population. This category includes youths, elderly persons, persons with disabilities, low-income persons, and members of households with no available vehicle. **Table 3-1** presents the potential transit dependent population for the Snyderville Basin for 2012. This data is drawn from the most recent American Community Survey, using data for the Park City Unified School District Boundary (which encompasses all of the Snyderville Basin study area), subtracting out data for Park City. As such, the total population shown differs slightly from the previous table (unfortunately, data at the Census Tract level was not available using these parameters).

Table 3-1 Snyderville Basin Population Characteristics, 2012

Category	#	% of Basin Total
Total Population	*16,644*	
Total # of Households	*6,071*	
Youth (ages 5-17)	3,492	*21.0%*
Elderly (65+)	1,262	*7.6%*
Low Income	522	*3.1%*
Disabled	310	*1.9%*
Zero Vehicle Households	71	*1.2%*

Note: Snyderville Basin population derived from the Park City Unified School District boundary data, less the data for Park City.

Source: American Community Survey 5-Year Estimates 2008-2012

- **Youths** represent a transportation-dependent population, as those under 16 years of age are unable to drive and may not have a parent available to transport them. In particular, transit ridership is generated by junior high school students who are independent enough to attend after-school activities but are unable to drive. The best available data from the American Community Survey groups youth by ages; as such, the study defines the youth group as ages 5 to

17 years. As shown in the tables, the Snyderville Basin's total youth population was 3,492 in 2012, equal to roughly 21 percent of the overall population.

- Another important group that is considered transit-dependent is the **elderly population**, where many choose not to drive yet must travel to various programs and activities. As presented in the table, residents over the age of 65 comprised 7.6 percent of the Snyderville Basin's population, with a total of 1,262 persons.
- **Low-income persons** are another likely market for transit services, as measured by the number of persons living below the poverty level. An estimated 522 persons were living below the poverty level in the Snyderville Basin in 2012, representing just 3.1 percent of the area's total population.
- The number of **households without a vehicle available** is perhaps one of the strongest indicators of a transit-dependent household. As shown in the table, only 1.2 percent of the households (71 households) in the Snyderville Basin are considered zero vehicle households.
- The US Census Bureau defines **persons with "ambulatory difficulty**" as persons having a health condition that makes it difficult to walk or climb stairs. As shown in the table, 1.9 percent of the population was considered have a disability defined as an ambulatory difficulty, according to the 2012 American Community Survey.

In addition to the transit-dependent users described above, the transit system aims to reach a much broader population as well, including the regional visitors, destination visitors, day skiers, day shoppers, and the work force population.

3.2 EXISTING TRANSIT SERVICES

Transit service in Park City began in the winter of 1975-1976, and has grown to provide a robust free fixed-route and demand response service to Park City and the Snyderville Basin. Fixed-route service is provided through two schedules – winter and non-winter (spring, fall and summer) – each of which is tailored to the seasonal variations experienced in such a resort-oriented town. Demand response service is available for seniors and disabled persons, and is offered throughout Summit County.

3.2.1 TRANSIT ROUTES SERVING THE SNYDERVILLE BASIN

Service to various areas of the Snyderville Basin is offered through three fixed-routes, all of which provide service into downtown Park City.

3.2.1.1 Pinebrook/ Kimball Junction West- Pink Route

This route provides service from downtown Park City's Old Town Transit Center to the Pinebrook area, with stops in Kimball Junction in both the outbound and inbound directions. Wal-Mart, the Tanger Outlets, Jeremy Ranch Park and Ride, and Powderwood are among some of the major stops on the route. The route also services the Redstone Center and Newpark Center in Kimball Junction, the Canyons transit hub and Park City Mountain Resort. The route operates on 30 minute headways year-round.

- Winter service consists of two departures per hour, with buses operating between 7:30 AM and 11:45 PM. Additionally, early morning service is operated with two departures – at 5:47 AM from Jeremy Ranch Park and Ride, and at 6:30 AM from Elk Meadows.
- Early winter service (November – December) includes a first departure at 7:40 AM and a last departure at 10:02 PM. Early morning service is operated, and is consistent with the winter service schedule.
- Summer service departures are between 7:40 AM and 9:40 PM daily. An early morning run is operated at 7:00 AM, originating at Elk Meadows in the Pinebrook area.

3.2.1.2 Highland Estates/ Kimball Junction East- Brown Route

Service to Silver Summit and Highland Estates is offered on the eastern portion of this route, originating from the Redstone area of Kimball Junction. The route is operated hourly and stops at Redstone Center and Newpark Center in Kimball Junction, the Canyon Creek Club, Trailside Elementary School and the Park Avenue Condominiums in Park City, to name a few. An express run is also operated between downtown Park City and the Redstone area of Kimball Junction as part of this route.

- Winter service is operated from 7:00 AM to 11:25 PM, with departures once per hour. Early morning service is offered through two departures – one at 5:40 AM from Canyon Creek and a second at 6:30 AM from Old Ranch Road / Highland. Additionally, an express bus runs hourly between Park City and Kimball Junction between 7:00 AM and 11:00 PM.
- Early winter service runs from 7:55 AM to 9:50 PM, plus an early morning run at 6:30 AM
- Summer service is provided daily between 8:10 AM and 9:10 PM on the east portion of the route, and between 7:55 AM and 8:55 PM on the express portion along SR 224. There is also one early morning departure beginning at the Old Ranch Road stop, leaving at 7:05 AM.

3.2.1.3 The Canyons- Lime Route

Service between The Canyons ski area and downtown Park City is offered on the Lime Route, which runs on 40 minute headways. The route serves major stops including Park City Mountain Resort, the Park City transit center, The Canyons Transit Hub, The Canyons Resort and lodging destinations along Highway 224.

- Winter and early winter service is offered every 30 minutes between 6:14 AM and 5:30 PM.
- Summer service is provided between 7:37 AM (departing from Park City) to 5:00 PM, with service every 40 minutes.

3.2.1.4 PC- SLC Connect

The Utah Transit Authority (UTA) began operating the PC – SLC Connect service in October 2011, a route that connects Park City with Salt Lake City. The route was the result of a joint effort between Park City, Summit County and the UTA. Buses originate in Park City at the Old Town Transit Center (with some departures originating at Deer Valley during the winter) and travel down Highway 224 to I-80. Stops include Fresh Market, Canyons Transit Hub, Kimball Junction, Newpark Center and Jeremy Ranch Park and Ride. Fares are $4.50 each way, and free transfers are permitted to / from local UTA buses, TRAX (light rail in Salt Lake City) and Park City Transit routes. In the summer, buses only operate on weekdays, however weekend service is offered in winter. The service is designed to accommodate commuters during the week, as well as visitors on weekends during the peak winter season.

- Winter service is offered between roughly 5:30 AM (first departure to Park City) to 7:33 PM (last arrival in Park City). On weekends, service is available between 5:34 AM and 7:15 PM, with one morning run and one evening run.
- Summer / Off-Season service are offered between 6:10 AM (first departure from Park City) to 7:26 PM (last arrival in Park City). There are four trips per day – two morning and two afternoon / evening runs in each direction.

3.2.1.5 Demand Response Service

Demand response service in Park City and Summit County is offered through two options – ADA paratransit service and Dial-A-Ride. The paratransit service operates throughout the study area and is available to ADA eligible persons, including the elderly and disabled. The service hours are consistent with the fixed-route service, in accordance with ADA requirements.

The Dial-A-Ride program is offered to the general public and primarily serves the Quinn's Junction neighborhood, located along US Highway 40 east of Park City. This area houses a number of activity

centers, including the new ice arena and sports complex, the National Ability Center, Park City Medical Center, Summit County Public Health Center and the People's Health Clinic.

Dial-A-Ride service is offered between 8:00 AM and 9:00 PM in the summer and between 8:00 AM and 11:00 PM in the winter, with a two hour advance reservation required. Pick ups and drop offs are available at designated stops:

- Old Town Transit Center
- Fresh Market/Park Avenue Condos
- Park City High School
- Treasure Mountain Junior High
- Quinn's Junction Sports Complex
- National Ability Center
- Intermountain Park City Clinic
- Park City Medical Center
- People's Health Clinic/Summit County Health Department

3.2.1.6 Ridership Characteristics

In 2013, Park City Transit's County routes (the Pink, Brown and Lime routes) served a total of 561,998 passenger-trips (fixed route only), while the PC-SLC Connect route generated roughly 47,523 passenger-trips within the County. In total, there were roughly 609,521 passenger-trips within Snyderville Basin on all fixed route services.

The following sections detail ridership characteristics for the fixed-route and demand response services in the study area.

3.2.1.7 Fixed Route Ridership Characteristics

Table 3-2 and **Figure 3-1** provide detailed ridership by month for all of the fixed route services in the study area. As shown, the majority of passenger-trips occur on the Pinebrook West and Kimball Junction, or Pink Route, which comprised roughly 57.2 percent of the ridership in 2013. The Brown Route as a whole (both the Express and Loop components) generated approximately 18.2 percent of all area ridership, while The Canyons generated roughly 14.5 percent. Lastly, approximately 2.3 percent of the fixed route ridership was on the early morning Kimball Junction services.

Not surprisingly, the winter months have the highest ridership on the fixed route services, including the PC-SLC Connect route, as shown in **Table 3-2**. Approximately 336,794 passenger-trips were completed during the winter (55.2 percent). The highest ridership occurred in January, with a total of 98,307 passenger-trips, followed by February (86,969 passenger-trips) and March (83,020 passenger-trips). In the 2013 off-season, July and August had the greatest ridership, with 44,167 passenger-trips and 41,777 passenger-trips, respectively.

The lowest ridership occurred in May, with 26,310 passenger-trips, and November, with 27,457 passenger-trips. In addition to many routes not operating during these times, the low ridership figures are consistent with other resort areas where tourism is generally low in the "shoulder" seasons/months.

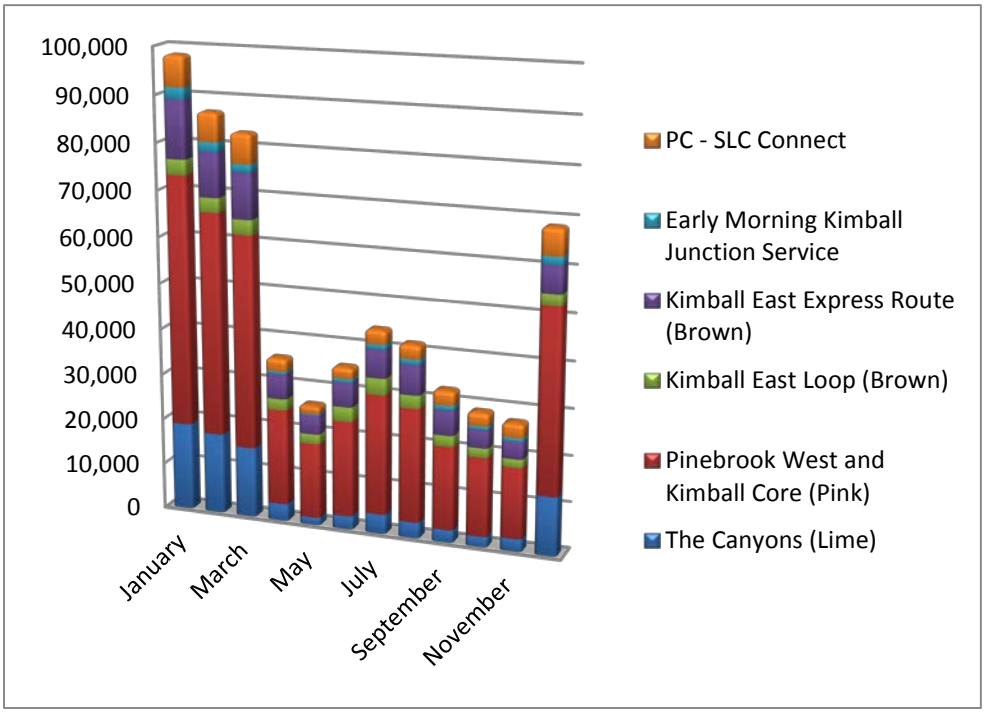
Table 3-2 Transit Operating Characteristics by Route, 2013 (For Services within the Snyderville Basin Area)

Kimball Junction

	The Canyons (Lime)	**Pinebrook West and Kimball Core (Pink)**	**Kimball East Loop (Brown)**	**Kimball East Express Route (Brown)**	**Early Morning Kimball Junction Service**	***Total County Routes***	**PC - SLC Connect**	***TOTAL SNYDERVILLE BASIN***
January	19,051	54,210	3,323	12,553	2,453	*91,590*	6,717	***98,307***
February	17,583	48,272	3,170	9,602	1,995	*80,622*	6,347	***86,969***
March	15,388	46,293	3,205	9,981	1,662	*76,529*	6,491	***83,020***
April	3,704	20,874	2,425	5,510	577	*33,090*	2,808	***35,898***
May	1,605	16,385	2,109	4,153	287	*24,539*	1,771	***26,310***
June	2,878	20,818	3,136	5,416	794	*33,042*	2,411	***35,453***
July	4,170	26,140	3,578	6,195	1,027	*41,110*	3,057	***44,167***
August	3,400	24,781	2,827	6,570	1,135	*38,713*	3,064	***41,777***
September	2,685	18,192	2,328	5,432	999	*29,636*	3,139	***32,775***
October	2,233	17,155	1,997	3,926	746	*26,057*	2,833	***28,890***
November	2,719	15,383	1,799	3,684	791	*24,376*	3,081	***27,457***
December	12,722	39,945	2,390	5,887	1,750	*62,694*	5,804	***68,498***
Total Ridership by Route	***88,138***	***348,448***	***32,287***	***78,909***	***14,216***	***561,998***	***47,523***	***609,521***
% of System wide Total Ridership	*14.5%*	*57.2%*	*5.3%*	*12.9%*	*2.3%*	*92.2%*	*7.8%*	

Source: Park City Municipal Corporation, 2014

Figure 3-1 Ridership by Month, 2012 (Snyderville Basin Fixed Route Services)



3.2.1.8 Demand Response Ridership Characteristics

In 2013, the ADA paratransit service generated 7,122 passenger-trips, roughly 52 percent of all demand response service in Summit County. Of these trips, the Park City Municipal Corporation estimates that roughly 65 percent occur in the unincorporated areas of the County, including the Snyderville Basin. Using that figure, an estimated 4,629 passenger-trips are completed by persons living outside of Park City, primarily in the Snyderville Basin area. The Dial-A-Ride service, while operating in Quinn's Junction, is not considered a "County" service as the fixed stops are not located within the Snyderville Basin. Therefore, the ridership is not included in this analysis.

On the ADA service, ridership trends are opposite of those on the fixed route – the greatest ridership occurs in the off-season, specifically October (846 passenger-trips total in 2013) and May (805 passenger-trips in 2013). The remainder of the year shows fairly even ridership each month, with a low in November

(490 passenger-trips). These are typical patterns for paratransit service, as they are designed for specific passengers and are generally not impacted by seasonal fluctuations in populations.

3.3 OTHER REGIONAL TRANSIT PROVIDERS

As is the case with many resort areas, there are numerous transportation providers in the Snyderville Basin area. Many of these are private services (i.e. private airport shuttles) and taxicab companies offering area transportation as well as airport transfers, with vehicles ranging from town cars to large vans and small minibuses. In addition to these companies, there are ridesharing opportunities for commuters in Summit County and beyond. Below is a summary of some of the larger service providers and programs available in the study area.

3.3.1 UTA VANPOOL PROGRAM

The Utah Transit Authority (UTA) is the regional transportation provider for a six-county region, including Salt Lake County, Weber County, Davis County, Box Elder County, Tooele County and Utah County. The largest service provided by UTA is TRAX, a fixed-route service operating in the six counties. Other services provided by UTA include paratransit service and commuter programs. UTA's vanpool program is available to, and used by, Park City/Snyderville Basin area employers.

UTA manages a vanpool program throughout the state on behalf of the Utah Department of Transportation. While the majority of vanpools are in the Salt Lake City area, the program does serve the study area. A number of employers have participated in the program currently or in the past.

To establish a vanpool, a company or group leases a van from UTA Rideshare, organizes a pool with between 7 and 15 persons, and designates at least 2 drivers and a bookkeeper. The participants should be originating from generally the same location and have the same destination address. UTA Rideshare provides the van, maintenance, insurance, back van and support, fuel and up to 50 personal miles per month. There is also a pre-tax transit benefit that is available to the participants of the program.

The cost of the vanpool service depends on the number of riders in the van and on the average miles per month, calculated by the round trip miles per work day and the average work days per month. Additionally, excess miles over and above the commute, personal and maintenance miles allowed are charged at the applicable mileage rate plus $0.55 per mile.

3.3.2 OTHER RIDESHARING OPPORTUNITIES

The ParkCityGreen.org website provides residents with other ridesharing opportunity resources. These include the KPCW radio station ride board and website for the Salt Lake City Craigslist rideshare, eRideshare, UTA Commuter/Vanpool program and Carpool World.

3.3.3 LEWIS STAGES AND ALL RESORT EXPRESS

Lewis Stages is a tour and charter transportation service provider in Utah, offering services within the state and beyond. The All Resort Express segment of the company is specific to the resort areas outside Salt Lake City, and provides a number of services including airport transfers (shared van or private vehicle), charter services (vans, minibuses or private vehicles), Park City shuttle services, and taxicab services. Airport shuttle services are available 24 hours per day between the Salt Lake City International Airport and Park City, Deer Valley or the Canyons.

3.3.4 OTHER TRANSPORTATION SERVICES

Most of the resorts in the Park City area provide local service in the Park City and Snyderville Basin areas, as well as airport service. Service for both guests and employees may be offered, depending on the resort.

3.4 SHORT TERM TRANSIT NEEDS

3.4.1 TRANSIT DEMAND SUMMARY

A key step in developing and evaluating transportation plans is a careful analysis of the transportation needs of various segments of the population and the potential ridership on transit services. The discussion below summarizes relevant data collected in the previous chapters and reviews the potential transit demand.

In many areas, the majority of transit passengers are typically transit dependent, as outlined in the previous chapter. While these groups comprise fairly low proportions of the population, particularly the disabled and zero vehicle households, there are still transit needs present. When looking at data for the whole of Summit County, larger numbers of transit dependent persons are located in Park City than the Snyderville Basin – this includes elderly, disabled, low income, youth and zero vehicle households. An overall review of the demographic data shows that residents with a high propensity to use transit are

located within the current service area. It is assumed that generally, the current transit services as far as service area meet the needs of the Snyderville Basin's transit-dependent population.

3.4.1.1 Employed Population

One element of the total demand for transit services in the region is commuter services. This element has become an important market for many transit systems. According to the recent Census data, approximately 43 percent of the Snyderville Basin residents work within the Basin or Park City. For the most part, the existing transit routes serve the most populated neighborhoods in the Basin and provide service to the larger employment centers, as well as connect to other Park City Transit services. The second largest location of employment is Salt Lake City, with 20 percent of the Basin resident population. The new PC-SLC Connect service now provides these commuters with a public transit alternative to the private vehicle. Any subsequent locations comprise very small segments of the population.

Park City estimates that there is roughly a 15 percent variation in employment over the course of the year. Considering that the majority of employment is generated from winter resorts, it is assumed that this influx of potential employees occurs in the winter season. As such, new services to meet any potential demand, particularly from outlying areas, may be warranted during this peak season only.

One potential need related to the employed (and possibly the general) population is the span of service currently offered. Service to/from the Snyderville Basin ends at roughly 10:00 PM in the offseason and 12:00 AM in winter. Given the large numbers of tourism-related and food service jobs in the area, particularly in Park City, the last buses may not meet the needs of those that work later shifts.

3.4.1.2 Tourist Population

As a tourist-oriented area, the transit system in the Snyderville Basin and Park City is highly dependent upon the visitor populations. With many out-of-state and international visitors, as well as the seasonal fluctuations in employment/population, it is likely that many persons may arrive to the area without a personal vehicle. In addition to the numerous hotel and motel rooms, there are large quantities of second homes that may also generate transit demand with visitors.

Many factors affect tourism, making it difficult to predict the future patterns, and therefore difficult to predict ridership patterns. Nonetheless, by looking at a combination of overnight visitors, skier days and ridership trends, a reasonable estimate of the range of transit demand can be made. The data used for these estimates is not exclusive to the Snyderville Basin, and does include Park City; however, given that many hotels and ski/winter recreation facilities are located in the Basin, the results will be representative of the study area.

3.4.1.2.1 Skier Day Method

Over the past five years, the ratio to the number of one-way passenger-trips per annual skier days has ranged from 0.31 to 0.39, with an average ratio of skiers days to one-way trips (on services only in the Snyderville Basin) equal to 0.339.

During this same time period, skier days have increased an average of 1.62 percent per year, with a total increase of 8.37 percent since 2009. Assuming this trend continues, it can be estimated that there will be roughly 1,841,108 skier days in the 2014-2015 winter season. Multiplying this number by 0.339 (the average ratio of skier days to transit trips) suggests that there will be a demand of 625,268 passenger-trips in 2014-15 on the Snyderville Basin services – Kimball Junction and The Canyons routes.

3.4.1.2.2 Overnight Visitor Method

A relationship between overnight visitors and transit ridership can also be determined. By looking at overnight visitors in comparison to passenger-trips on the Kimball Junction and The Canyons services, a consistent trend appears wherein a higher transit rate per overnight visitor is seen in winter (0.22 trips per overnight visitor) and lower in the summer (0.15 trips per overnight visitor). Over the past three years, the annual average passenger-trip per overnight visitor has been 0.18.

The first step in this method is to determine the anticipated visitor population for 2014. Using the average change in overnight visitors for the past three years, which is roughly -0.3 percent, there will be an estimated 3,076,112 overnight visitors in the 2014-2015 season. Next, the average annual trip per overnight visitor is applied, resulting in a transit ridership of 562,718 for the same year. This figure is roughly 62,550 passenger-trips lower than the skier day method discussed above.

3.4.1.3 Social Service Demand

While the methods presented above are capable of providing transit demand estimates in a resort area, social service demands must be developed through other methods. Using the TCRP's *Workbook for Estimating Demand for Rural Passenger Transportation*, factors were applied to the transit dependent population groups – low income, elderly, zero vehicle households and disabled – to determine both needs and demand. The results show an estimated transit need of 600 persons, yielding a need for roughly 17,000 annual (60 daily) one-way passenger-trips for non-program transit trips. This translates to an estimated non-program demand of 4,500 annual one-way trips. The Snyderville Basin is a relatively developed area and is not typical of many rural regions. As such, these estimates are likely on the higher side, with actual demand being lower. This is in part due to the resort nature of the area, as well as the

fact that the current transit system does an adequate job of reaching the majority of the study area's population.

3.4.2 SHORT RANGE TRANSIT PLAN ELEMENTS

To address transit needs, Summit County and Park City prepare Short Range Transit Plans (SRTPs). The most recent SRTP was prepared in 2011. The following are elements of the SRTP that pertain to the Snyderville Basin, and which remain to be implemented.

3.4.2.1 SR 224 Corridor 20-Minute Headway Service

Once the Kimball Junction Transit Center is constructed (as discussed below), the existing Pinebrook and Silver Summit/Highlands Estates routes should be reconfigured. Under this plan, the existing four buses operating the current service will be reconfigured as follows:

- Two buses will operate express service between the Old Town Transit Center (with an additional stop at the Canyons Transit Center) and the current route segment between Kimball Junction and Jeremy Ranch (modified to serve the Kimball Junction Transit Center rather than Newpark). The overall route will require an hour per round-trip.
- One bus will operate express service between the Old Town Transit Center and the Kimball Junction Transit Center (with a stop at Canyons Transit Center), and also operate a modified Silver Springs route that utilizes I-80 and US 40 in the "off-peak" direction (eastbound in the AM, westbound in the PM) and also serves the Silver Springs Business Park and the Summit County Justice Center. While service to the nine existing stops along Highland Drive between Old Ranch Road and Silver Summit Parkway will be eliminated, this change will increase overall ridership and improve on-time dependability. This overall route will also require one hour per round trip.
- A fourth bus will operate "local" service between Old Town Transit Center and Kimball Junction Transit Center, serving Park City Mountain Resort, Canyons (including stops as far west as Grand Summit), Silver Springs, Bear Hollow (entering in both directions on Bear Cub and exiting at the Bobsled Boulevard/Cutter Lane signal).

As a whole, this route plan will provide express service along the SR 224 corridor every twenty minutes in both directions. Local service to the Silver Springs area will better match the ridership level in this neighborhood, and new service will be provided to Bear Hollow, Silver Creek Business Park and the Summit County Justice Center, as well as the Grand Summit Hotel.

This plan is also dependent on implementation of the Kimball Circulator, as discussed below, in order to replace service to the Redstone and Newpark areas.

3.4.2.2 Implement Kimball Junction Circulator

A new circulator bus route should be operated in the Kimball Junction area, beginning with the opening of the Kimball Junction Transit Center. Every 20 minutes, a loop should be operated from the Kimball Junction Transit Center both to the east (serving Redstone, Newpark, the Snyderville Basin Field House and other nearby commercial/lodging properties) as well as to the west (serving Wal-Mart, the Tanger Outlet Center, and the Research Park). This route is important in providing more convenient service to existing areas (such as Redstone), serving new areas as they develop (such as the Kimball Research Park area), and allowing the other County routes to operate more efficiently. A smaller (25 to 30-foot long) transit vehicle will be operated. Depending on the final route, some minor modifications to intersections and on street parking may be necessary in the Redstone area, and good snow removal along the route will be important. A schedule from 7:00 AM to 11:00 PM year-round is recommended, though an earlier end of service may be considered in the off seasons, depending on funding availability.

3.4.2.3 Improve Canyons Transit Service

Beyond the extension of local SR 224 service to the Grand Summit Hotel (as discussed above), service to the Canyons area will be improved as follows:

- A "Canyons Collector/Express" service plan should be implemented in winter evenings (5:30 PM till Midnight). New stops should be established at the Sundial Lodge, Waldorf Astoria, Silverado Lodge, Hyatt Astoria, and along Red Pine Road and Chalet Drive. One bus should operate on a 40-minute loop that serves these areas directly (as well as the existing stops along Canyons Resort Drive), and then operates an express run along SR 224 to the Old Town Transit Center. This will be particularly convenient for Canyons guests wishing to visit Old Town for dining and entertainment (and vice versa), while persons traveling to other parts of Park City and Deer Valley can make direct transfers to other routes at the Old Town Transit Center. This service should also be timed to provide direct transfers to County route service to and from Kimball Junction, via the Canyons Transit Center, once the changes to the County routes are put into effect. This service plan will also replace the current Canyons daytime summer service plan, providing half-hourly service. This service plan introduces transit service to a greater portion of the Canyons (which will become increasingly important as the area develops), provides more convenient service to and from Old Town, and reduces wasteful duplication of service with other PCT routes. Note that the existing Canyons route plan (serving the Prospector and Park City Mountain Resort areas directly, but limiting service in the Canyons to

Canyons Resort Drive only) will continue to be operated in Winter daytime periods, as it better serves skier/snowboarder travel patterns.

- With future development, ultimately an internal **Canyons Circulator** will be warranted to provide comprehensive, coordinated service to all key lodging and commercial areas during the winter daytime. This will be particularly important with regards to development in the Frostwood area to the north and the Lower Village area south of the intercept parking lot. Timing for implementation of this improvement will depend on development schedules. A 20-minute shuttle should be operated from 7:00 AM to 5:30 PM that provides direct transfers to the every-20-minute express runs along SR 224. The completion and adoption of the Canyons Transportation Plan is pending.

3.4.3 CAPITAL NEEDS

Short-term transit capital needs for Snyderville services consist of the following:

- **Kimball Junction Transit Center** -- This facility is crucial to the realignment of County routes to provide enhanced frequency and efficiency, and also to support planned development in the Kimball Junction area. It can also expand opportunities for intercity and regional transit services. This facility will encompass the following:
    - Bays for up to 10 buses plus 2 vans on-site at peak times, allowing independent ingress and egress to each bay at all times
    - A transit passenger building of approximately 2,500 square feet, providing indoor waiting areas, restrooms, a transit information booth and a driver break room
    - Two access points, allowing buses to return in the direction of approach
    - Bike storage
    - Landscaping, lighting, and outdoor passenger waiting areas
    - Convenient access to nearby activity centers, particularly the Richins Building.
    - Approximately 20 Park-and-Ride spaces, to support Salt Lake City and intercity service.
- **Bus Stop Improvements** -- Bus stop conditions are an important element in the overall quality of a public transit service. As every passenger spends a portion of their trip time at a bus stop, the comfort, attractiveness, safety and sense of security provided at bus stops can be a big element in an individual's decision to use public transit. Substantial improvements have been made in this area over recent years. A reasonable annual budget for improvements of stops in the Snyderville Basin area is $25,000. In addition, stops serving new developments should be provided by the developer.

- **New Vehicles** – Between 2014 and 2018, a total of four buses and 2 minibuses used in County services will need to be replaced. In addition, one minibus will be needed for the expanded services discussed above. In total, these vehicles will cost an estimated $2.1 Million.

4.0 SUMMARY

An evaluation of current population and employment trends in the Snyderville Basin reveals that this region is growing rapidly and will continue to have an increased demand for travel and transportation facilities. An assessment of the short term needs in the Snyderville Basin, based on previously completed studies and plans, indicates there are areas that have, or will begin to develop, some vehicular operational issues, deficiencies in bicycle and pedestrian facilities, and a need for greater transit coverage.

The previous studies outlined various improvements that will be further analyzed in the Long Range Transportation Plan. In summary, the following recommendations from previous plans will be analyzed further to determine if they should be carried forward as recommendations in the Long Range Transportation Plan:

Roadways:

- Adopt policies and programs to reduce travel demand and provide increased transportation options
- Provide new signals and intersection enhancements where necessary
- Widen SR 224 and/or analyze the option to provide an HOV or transit only lane
- Realign and widen Landmark Drive
- Widen SR 248 and/or analyze the option to provide an HOV or transit only lane
- Continue to implement Phase II and III Capital Improvement Projects

Bicycle and Pedestrian Facilities:

- Provide bicycle and pedestrian under and overpasses where necessary
- Continue to implement the Park City Trails Master Plan and Snyderville Basin Recreation Trails Master Plan
- Incorporate a "Spine System" as well as "Interconnected Neighborhood Linkages" to make for a fully connected walking and biking environment

Transit:

- Consider improved transit for the peak winter season
- Provide 20-minute headway transit along SR 224

- Provide a new circulator bus route to be operated in the Kimball Junction area
- Improve Canyons Transit Service
- Construct a Kimball Junction Transit Center and bus stop improvements
- New vehicles