



DEER VALLEY
RESORT

Snow Park
Transportation & Circulation Plan
November 22nd, 2022

EVOLUTION OF TRAFFIC

History since Joint Meeting in March



WHAT HAS HAPPENED SINCE MARCH

1. Public outreach and options
 - Conducted approximately 25 meetings
 - Received two letters of written support – two most proximate to base of Snow Park lodge / new arrival drop-off configuration
 - Conducted Polling - where 75% are supportive or neutral of the project and related benefits
 - Hosted an open house information session for the public and employees
2. Confirmed we meet all city traffic LOS standards
 - Studied (simulated) loop traffic flows - with and without dedicated 3rd lane
 - Re-configured DV east/west junction – with and without signalization
 - Transit priority first – signalization control
3. Ownership of R-O-W swap
 - Confirmed Deer Valley holds title to land
 - Identified community benefit of R-O-W swap
4. Assessment of new arrival points for guests
 - Studied viability of alternative mobility-hub locations
 - Defined walkable distances and grade changes from all newly created guest access points
 - Removed most all pedestrian / vehicle conflicts from condition today
 - Created connected bike and walkable paths and removed shared vehicle conditions
5. Parking
 - Developed a 20% parking space reduction alternative that is supportable
 - Eliminated all future on-street parking



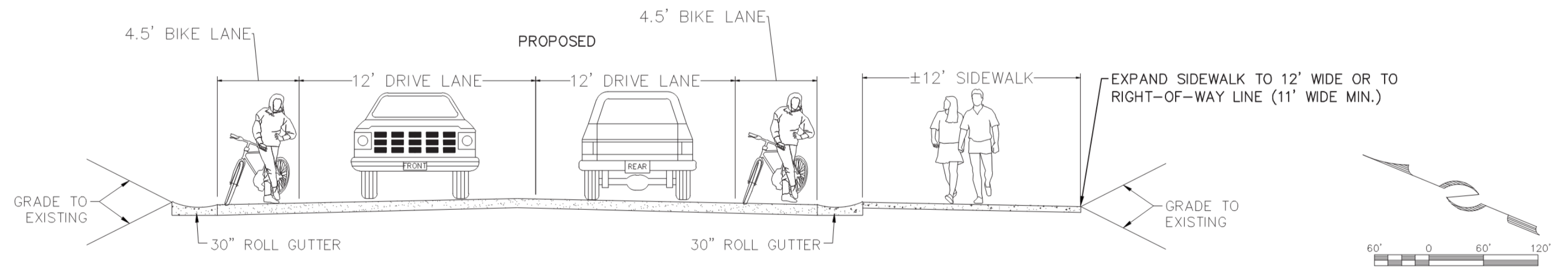
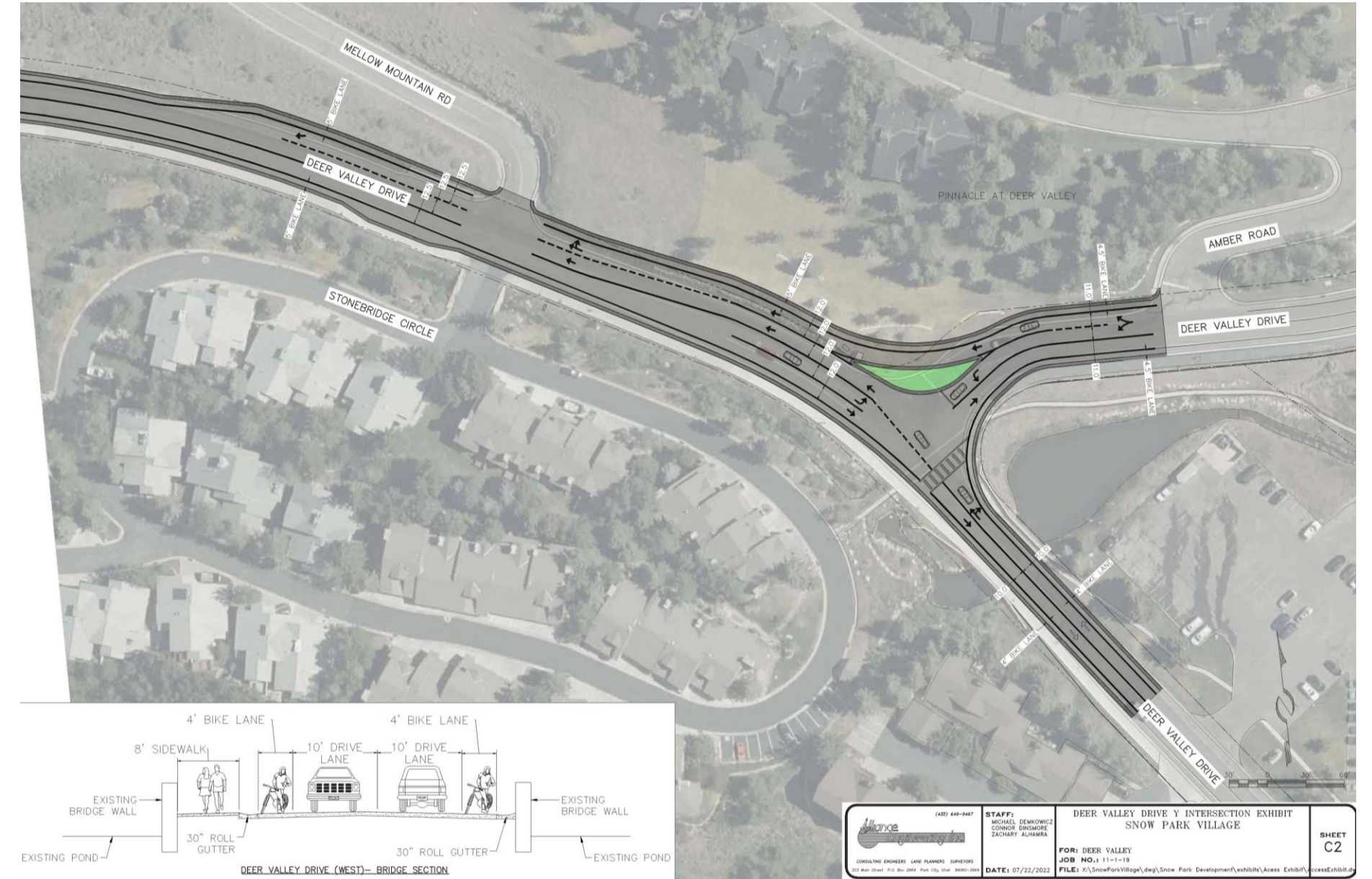
EVOLUTION OF TRAFFIC

History since Joint Meeting in March



RESULTS OF COMMUNITY OUTREACH, THE JULY SUBMISSION

- On street bike lanes
- Reconfigured Y-intersection
- New distribution of traffic in lower Deer Valley
- Removal of dedicated bus lanes
- Internally connected parking levels 2 and 3
- Reconfigured the drop off to be the same length as today
- Added turn lanes to DV East at Solamere and Queen Esther
- Reduced the number of traffic signals down to one at DV East and Doe Pass Rd.



EVOLUTION OF TRAFFIC

History since Joint Meeting in March

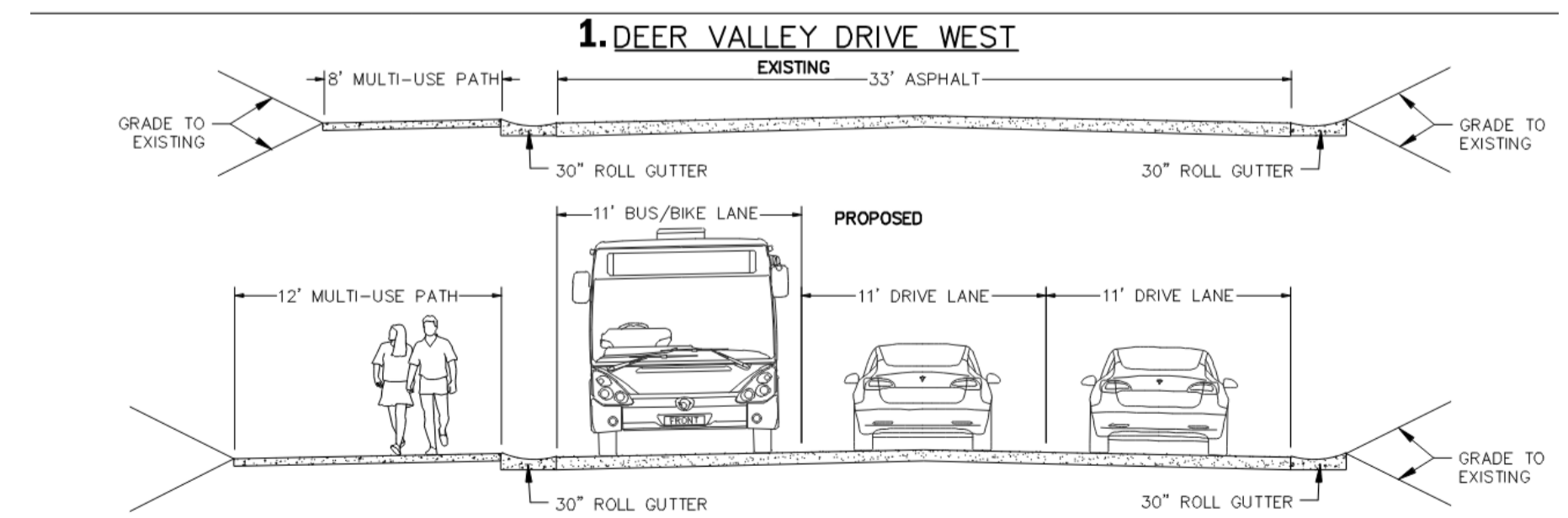
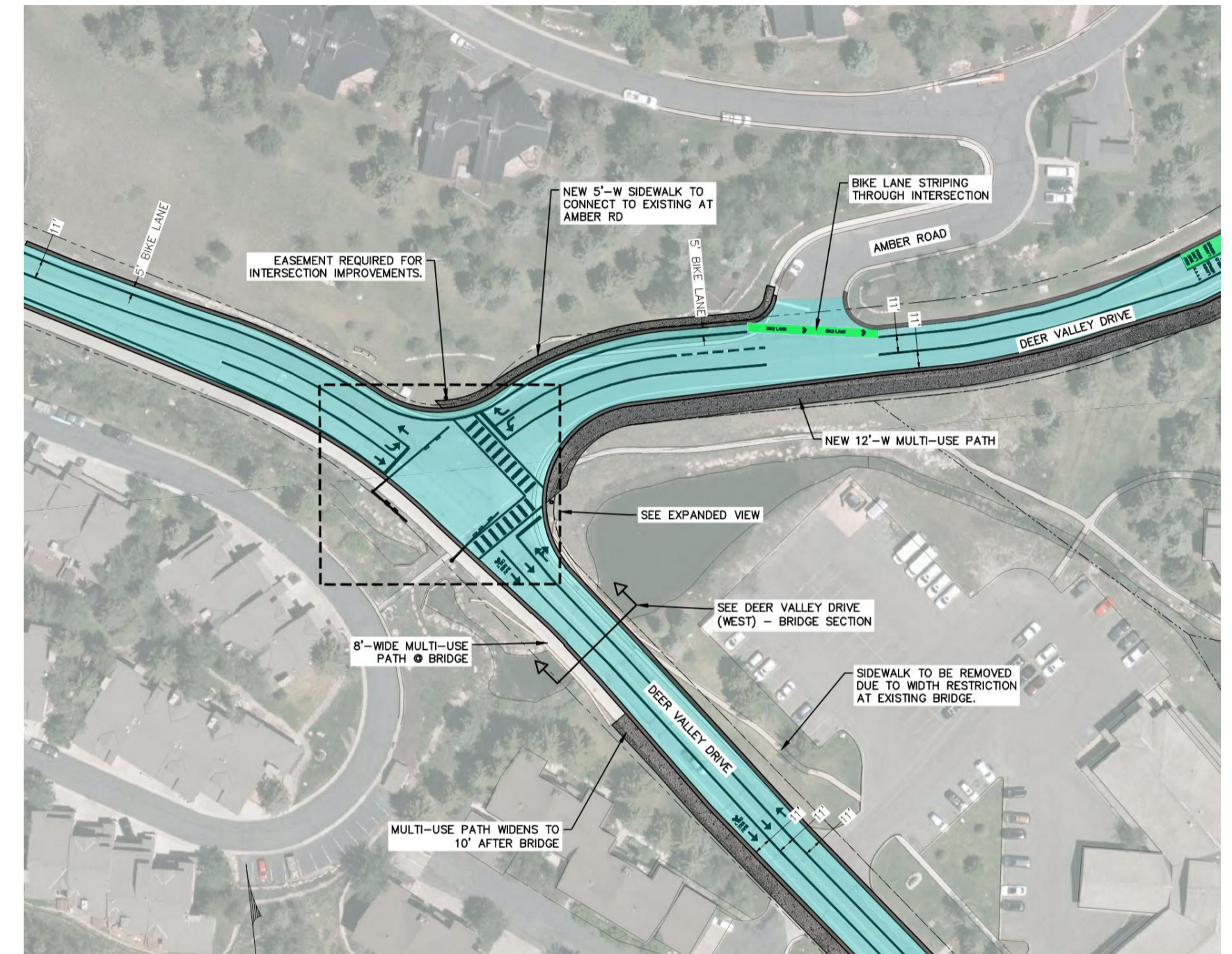


JULY TO TODAY, BALANCING COMMUNITY AND CITY

- The Flex Lane, Bikes in the summer Buses in the Winter
- Reconfigured Y-intersection to incorporate positives of community approach
- Improvements to multi-use path
- Transit prioritization
- Enhanced traffic controls at the Y and Doe Pass Rd.

OPTIONS

- The March Plan
 - Dedicated bus lanes with majority of traffic on Deer Valley Drive East
- The July Plan
 - Dedicated bike lanes with a reconfigured y-intersection and more shared traffic distribution
- The November Plan
 - Shared Bus/Bike lane (Flex Lane) and a safer more controlled Y-intersection with a signal
- The loop will be widened in either option allowing Park City to change the roadway striping to accommodate the selected option



EXAMPLES OF COMMUNITY ENGAGEMENT

Community Outreach



February 22, 2022

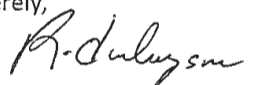
To Whom It May Concern:

I am writing on behalf of the Trails End Condominium community in support of the Deer Valley Resort's proposed right-of-way vacation and dedication as a part of the Snow Park Village redevelopment. As you may know, Trails End Condominiums directly abuts Deer Valley Resort's existing Carpenter Express and Silver Lake Express lifts and drop-off area.

Deer Valley Resort has been an excellent partner over the past few years as they have developed their proposed plan for the Snow Park Village redevelopment. They have worked very closely with our community and been very transparent as their plan has evolved and impacts to our development have changed.

We are generally supportive of the proposed right-of-way vacation and dedication, expanded ski beach, and overall village concept as we believe they will enhance the Lower Deer Valley experience for residents and guests. As a direct abutter to the proposed Snow Park Village, we believe the proposed right-of-way dedication/vacation and vehicle control gate will greatly mitigate the impacts to the neighboring residential community. We believe the proposed plan will improve the overall traffic and transportation flow for the base area as well as provide amenities that currently do not exist for the neighborhood.

We are eager to experience the proposed Snow Park Village as it is developed and look forward to continuing to work with Deer Valley Resort and Park City throughout the process.

Sincerely,

Rich Finleyson
President TRAILS END LODGE
909 630 - 3676

Powder Run at Deer Valley Owners Association
P.O. Box 680876
Park City, UT 84068

July 14, 2022

To Park City Planning Commissioners and Park City Planning Staff:

Powder Run is a 33 unit complex located along Deer Valley Drive East, just north of Snow Park Lodge and directly across the street from the parking lots that will become the new base area. We have been meeting regularly with Deer Valley staff to review the status of the project and collaborate on potential solutions that satisfy the concerns of our property owners. We have also engaged with Park City Planning Staff and Deer Valley together regarding some of our concerns, and those discussions have been helpful and fruitful.

On behalf of the Powder Run at Deer Valley Owners Association, I am writing to express our current support of Deer Valley Resort's Snow Park development. From our perspective as members of the Park City community, the Lower Deer Valley community, and the Powder Run community, the proposed development is a net positive.

The current development proposal balances the concerns and interests of many stakeholders, including Powder Run homeowners. There are three aspects of the proposal that are key for our continued support: First, the resort's decision to not seek additional density and height variances are very important considerations for Powder Run and appropriately balances the concerns of all. Additionally, we view as a critical aspect of the development plan, the street vacation proposal which integrates the on-snow activities with the new development and shifts major traffic patterns to the lower side of the development. Finally, we acknowledge the resort has addressed various and sometimes competing traffic and parking considerations with a well-thought-out and integrated traffic management plan that does not include a bus lane.

We understand that Deer Valley is working closely with the other impacted owners within Lower Deer Valley and is seeking a solution that is something that the community at-large can support. We continue to actively engage with Deer Valley on a regular basis to consider how the short-term and long-term impacts could affect our owners. Deer Valley continues to be an open and fair partner in this process, being clear about the resort's needs while listening and responding respectfully to our concerns as immediately adjacent neighbors.

We look forward to the positive changes the new Snow Park base will bring. The Powder Run at Deer Valley Owners Association supports Deer Valley's plan and asks the Planning Commission to endorse it as well.

Sincerely,

Kim Tessitore, President
Powder Run at Deer Valley Owners Association

VEHICULAR FLOW

Level of Service Summary



→ MAIN VEHICULAR FLOW

AM MODEL VOLUME ASSUMPTIONS

Vehicles Entering via Deer Valley Drive West

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

Vehicles Entering via Deer Valley Drive East

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

→ MAIN VEHICULAR FLOW

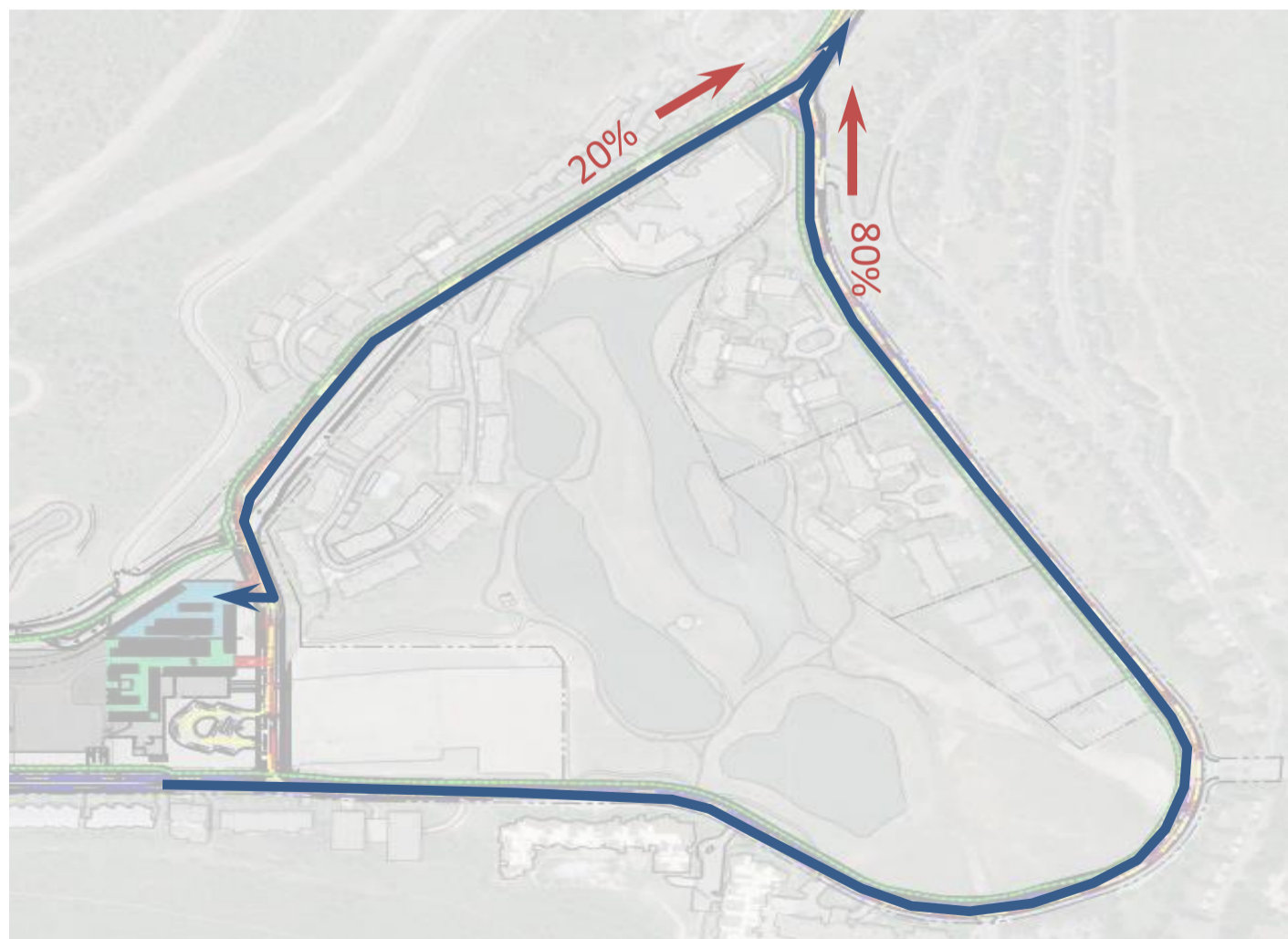
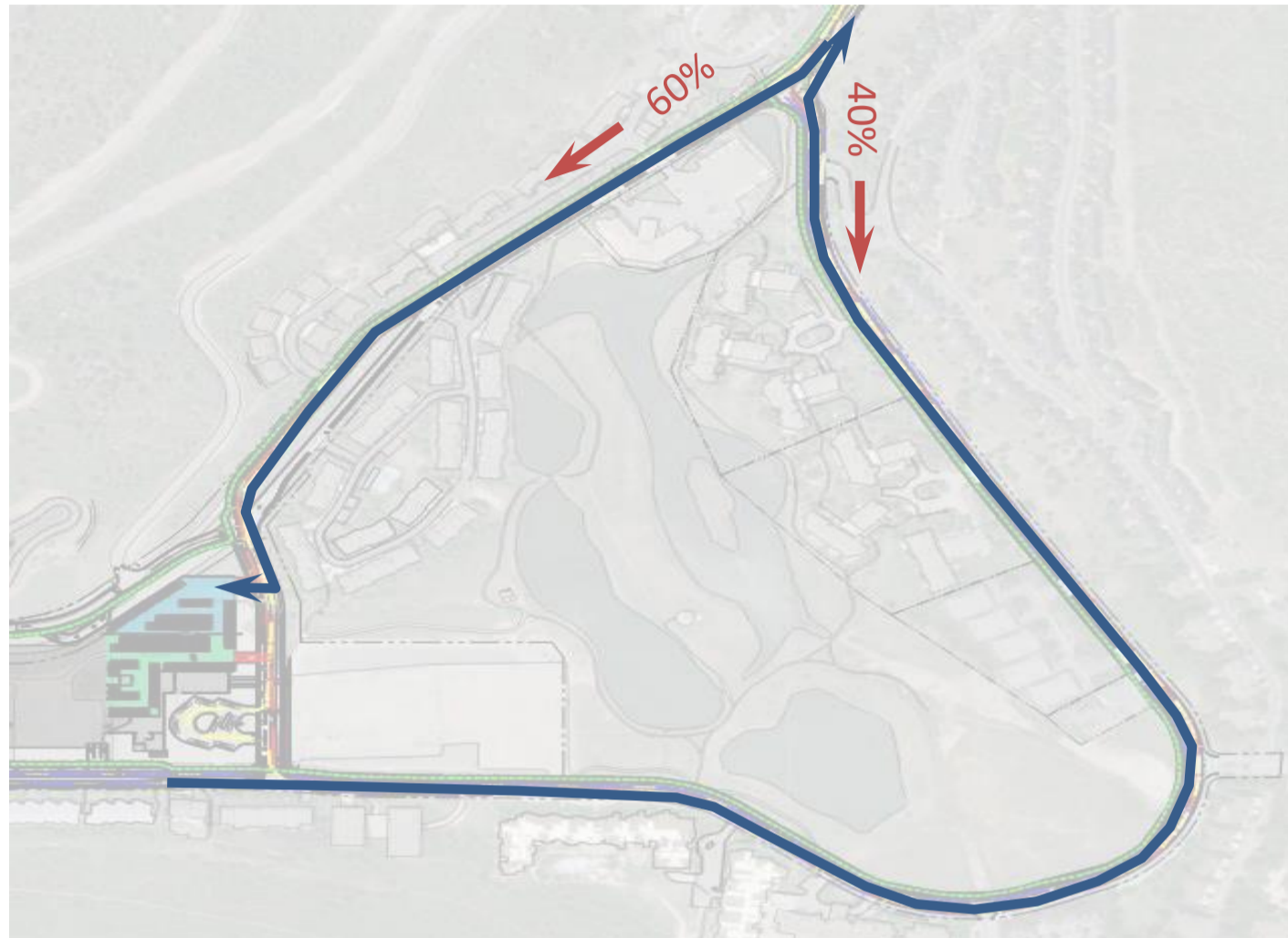
PM MODEL VOLUME ASSUMPTIONS

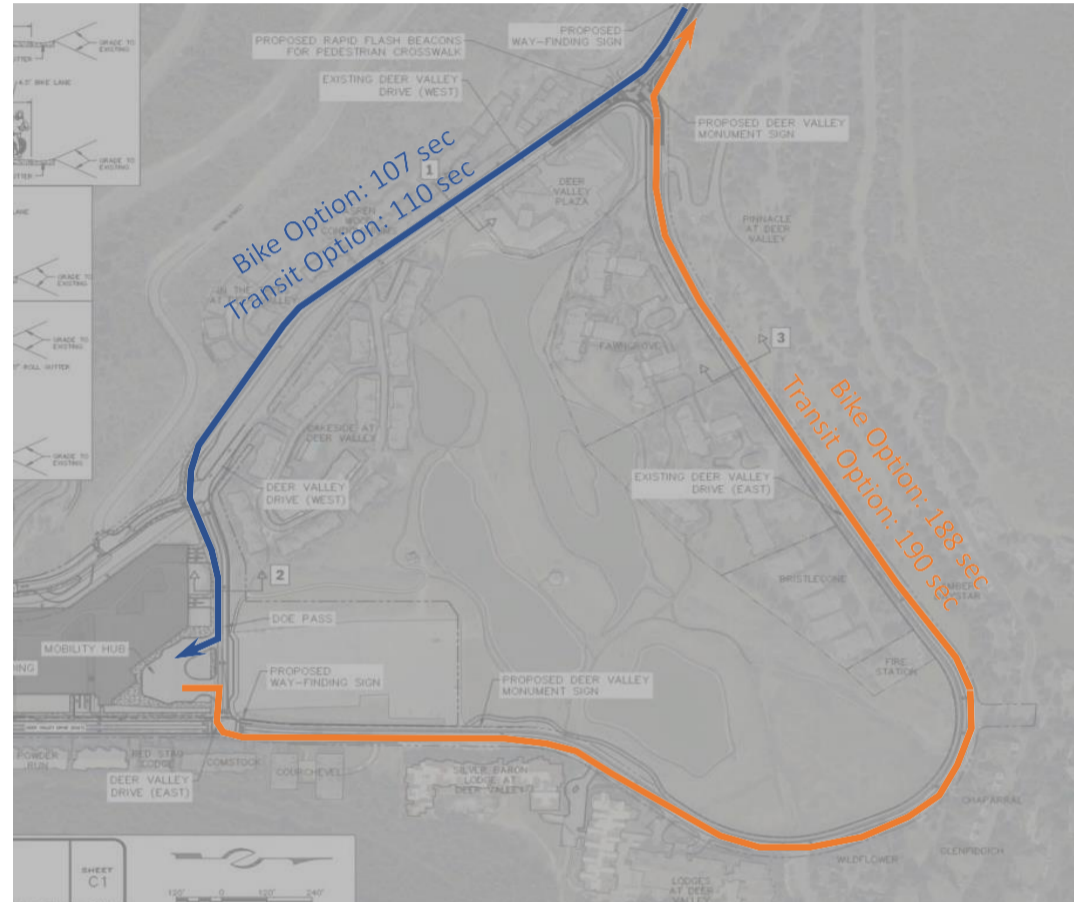
Vehicles Exiting via Deer Valley Drive West

- Buses
- Royal Street/Trail's End Residents

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- Day Skiers
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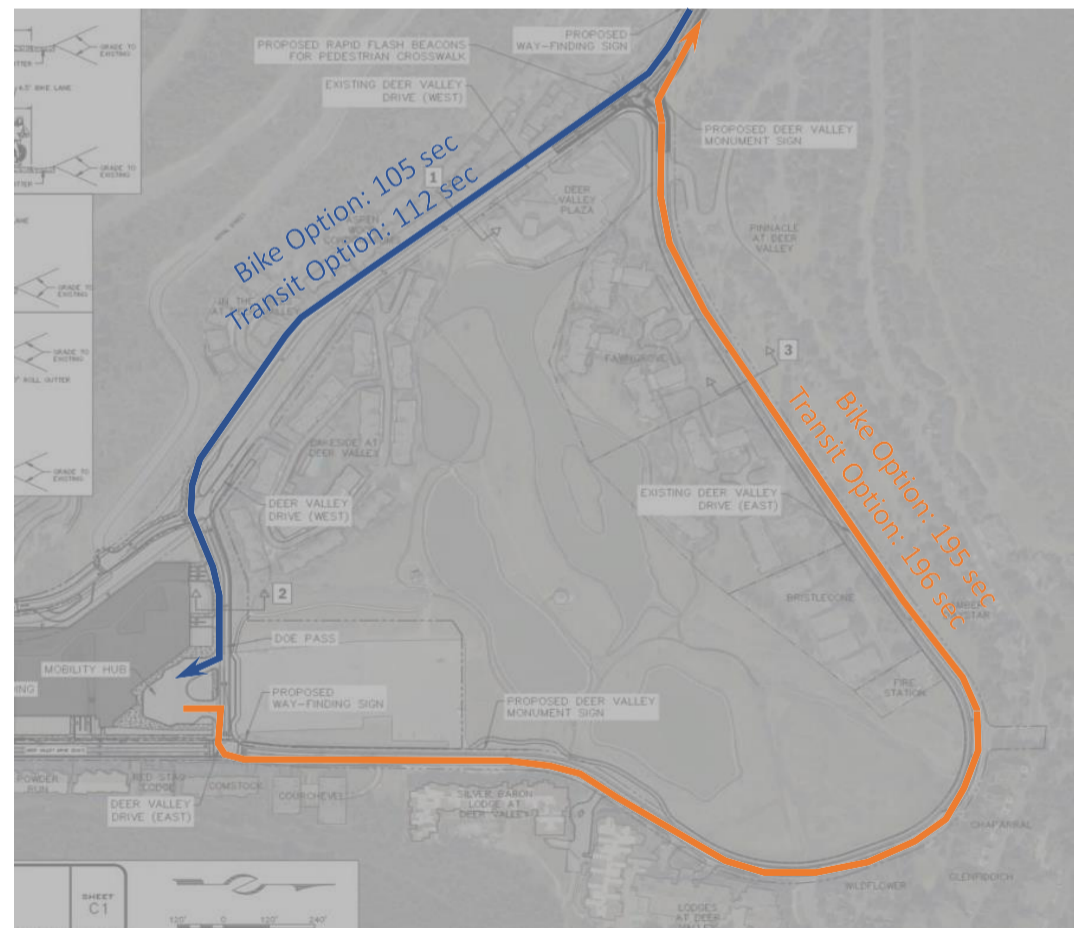
BUSTRAVELTIMES - AM PEAKHOUR

INBOUND

- Bike Option: 1 min. 47 sec.
- Flex Lane Option: 1 min. 50 sec.

OUTBOUND

- Bike Option: 3 min. 08 sec.
- Flex Lane Option: 3 min. 10 sec.



BUSTRAVELTIMES - PM PEAKHOUR

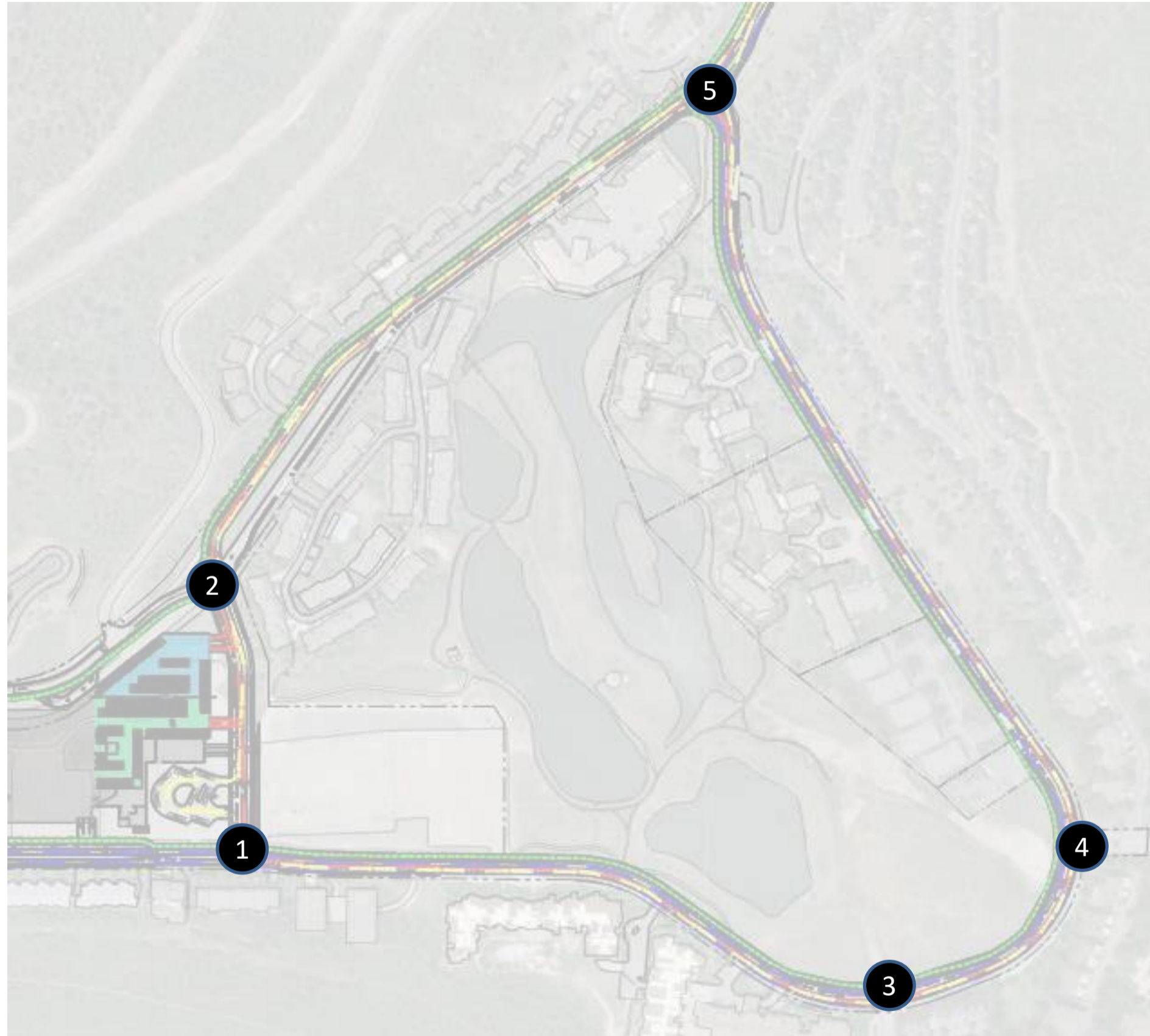
INBOUND

- Bike Option: 1 min. 45 sec.
- Flex Lane Option: 1 min. 52 sec.

OUTBOUND

- Bike Option: 3 min. 15 sec.
- Flex Lane Option: 3 min. 16 sec.

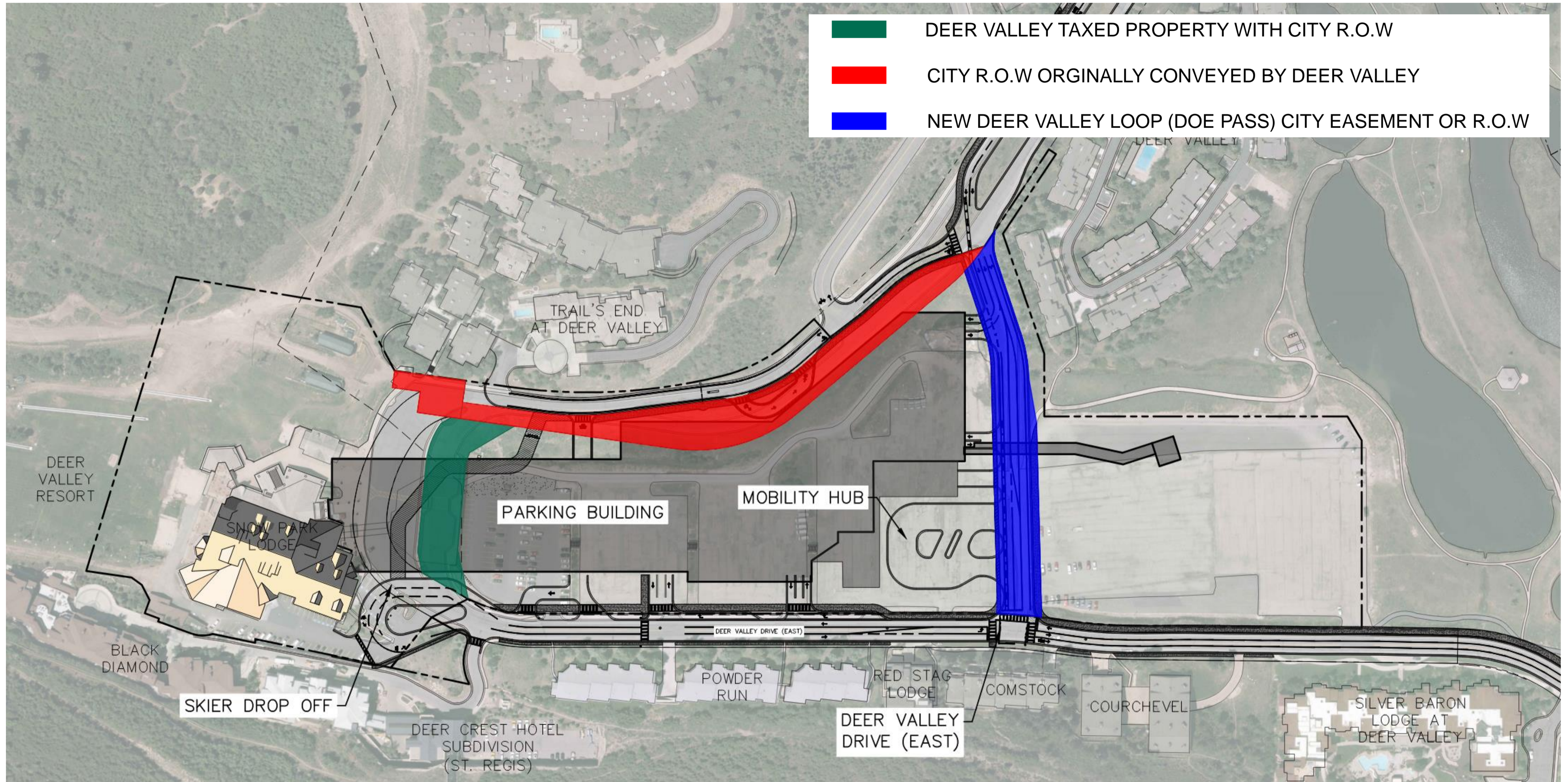
SKI SEASON SATURDAY ANALYSIS BUS OPTION



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

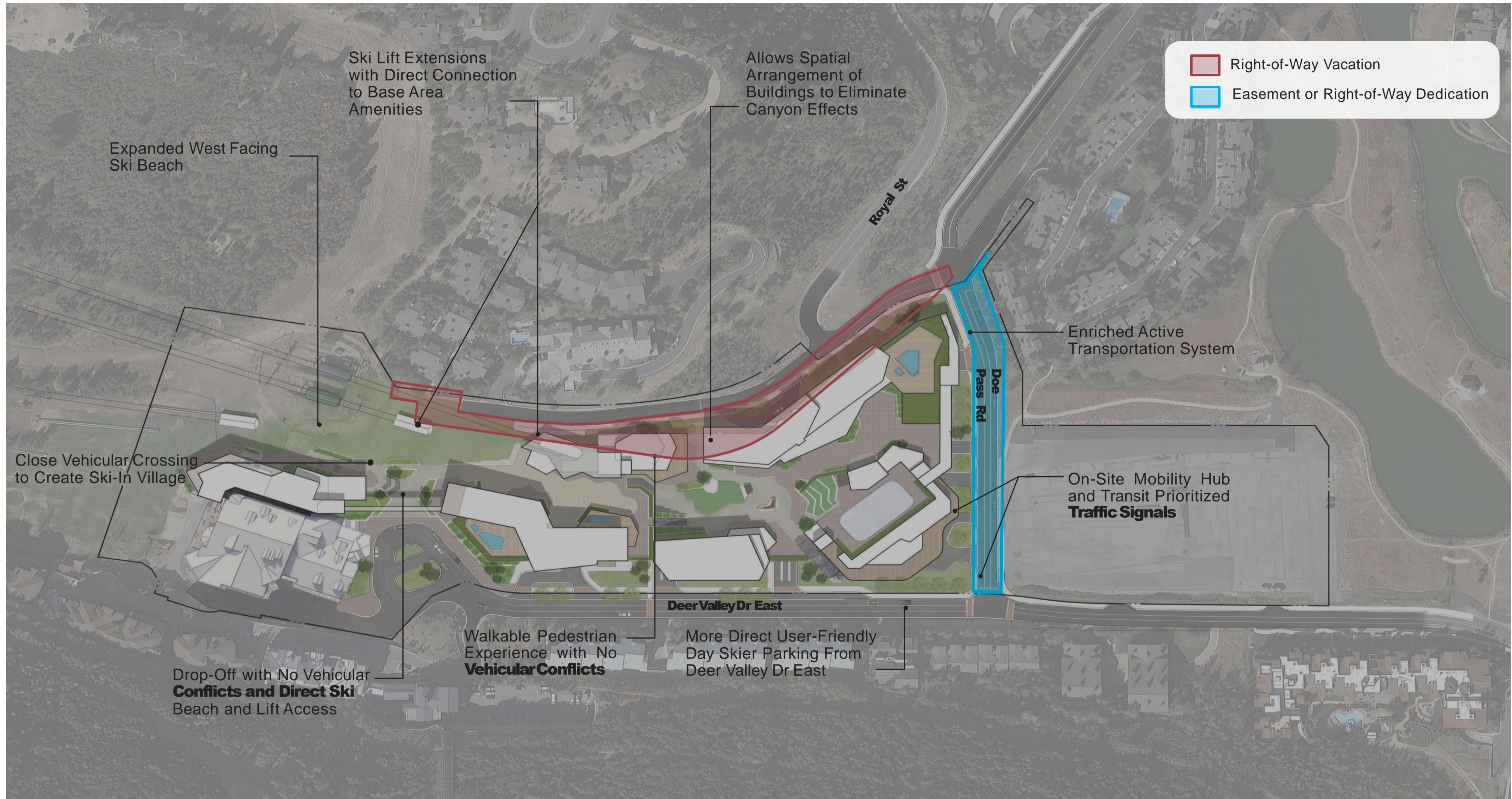
LAND OWNERSHIP

Benefits of Transportation Plan & Right of Way Vacation + Dedication



TRANSPORTATION PLAN BENEFITS

Benefits of Transportation Plan & Right of Way Vacation + Dedication



TRANSPORTATION PLAN BENEFITS

Benefits of Transportation Plan & Right of Way Vacation



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

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

ALIGNMENT WITH PCMC VISION 2020 PILLARS AND 2014 GENERAL PLAN

- Prioritized Transit - Promoting transit as an efficient and user-friendly means of travel to and from Snow Park Village.
- Addition of on-site Mobility Hub.
- Signal at the Y-intersection allowing for transit control and ability to flush cars at peak times.
- Transit priority signal at DV Dr East and Doe Pass Road Contribution to Park -and-Ride Dedicated Bus Route.
- Comply with the goals of the Lower Deer Valley Neighborhood General Plan.
- “The Snow Park parking lots were allotted 210 residential unit equivalents and 21,890 square feet of commercial development within the Deer Valley Master Planned Development (MPD) in 1977.”
- “Maintaining the world class resort experience.”
- “Aesthetic experience of arriving at Deer Valley should be preserved.”
- “Compatibility, view corridors, circulation and connectivity is a priority for the future design (of Snow Park Village).”
- “Après ski experience of dining and shopping, while providing an opportunity to divert load -out traffic at the end of the ski day.” Increased local amenities that improve overall walkability and guest experience.”
- Roadway improvements adding better flow for transportation, bikes, pedestrians, and cars.

TRANSPORTATION PLAN BENEFITS

Benefits of Transportation Plan & Right of Way Vacation



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

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

DEER VALLEY DRIVE WEST ROW VACATION BENEFITS:

- Creates a ski-in/out base area
- Reduces vehicular and pedestrian conflicts
- Align with PCMC Vision 2020 Pillars and 2014 General Plan
- Comply with Lower Deer Valley Neighborhood Goals (connectivity, après ski experience, neighborhood amenities)
- Allows for more efficient parking garage layout
- Privatized Deer Valley Drive West reducing maintenance costs for PCMC
- Activates Mountain Transportation System
- Upgrading of Aged Underground Utilities in Deer Valley West
- Fully connected multi-use path across the new plaza

DOE PASS ROAD BENEFITS:

- Addition of on-site Mobility Hub and Transit Center
- Privatized Doe Pass Road reducing maintenance costs for PCMC
- Traffic signal at Deer Valley Drive East / Doe Pass Road with transit preemption
- Elevated transit focus to discourage single occupancy vehicle trips
- Enriched active transportation network
- Compact, walkable and pedestrian oriented village experience

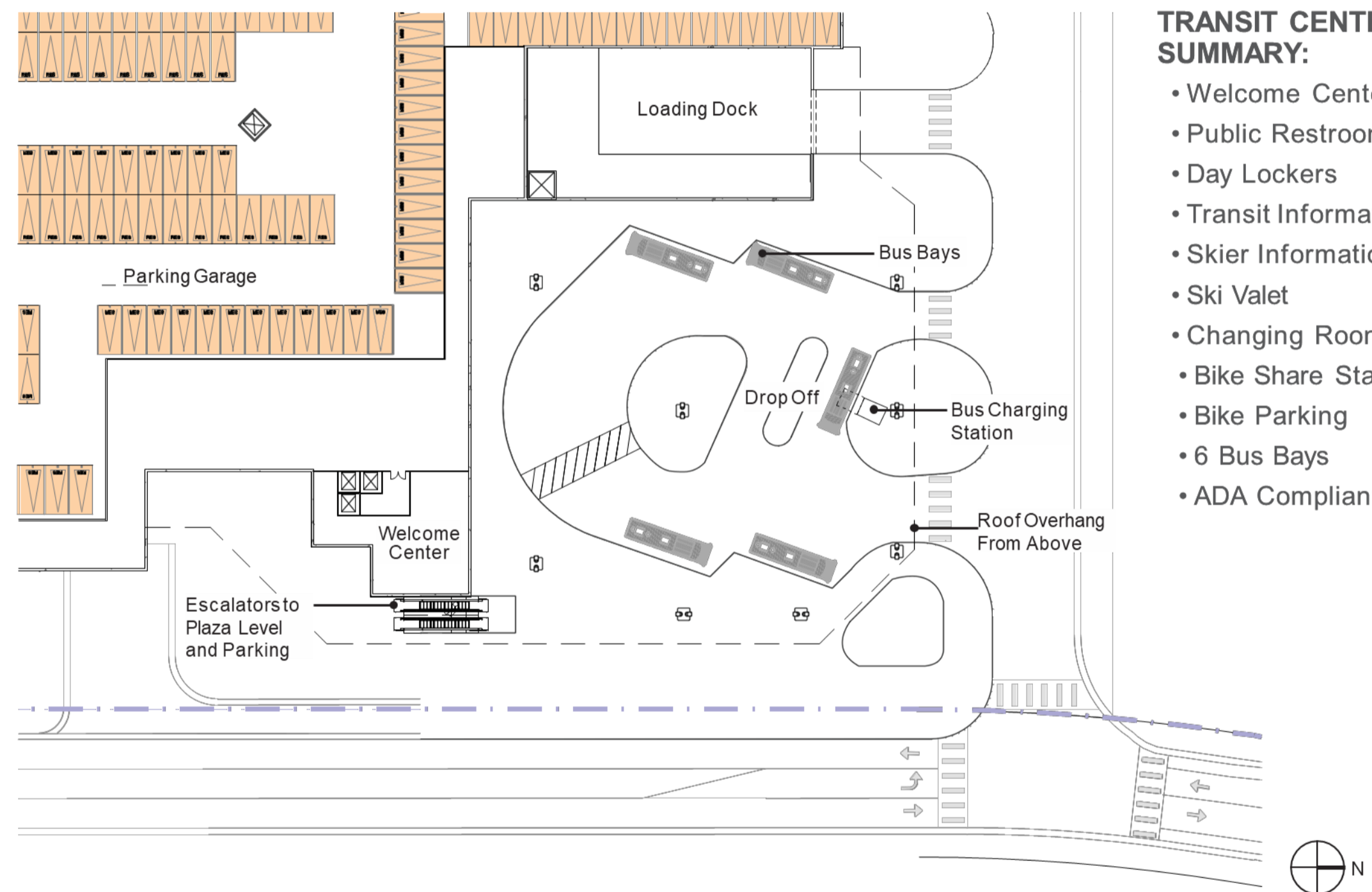
ON-SITE TRANSIT CENTER

Benefits of Transportation Plan & Right of Way Vacation + Dedication



A Better Experience for the Rider

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

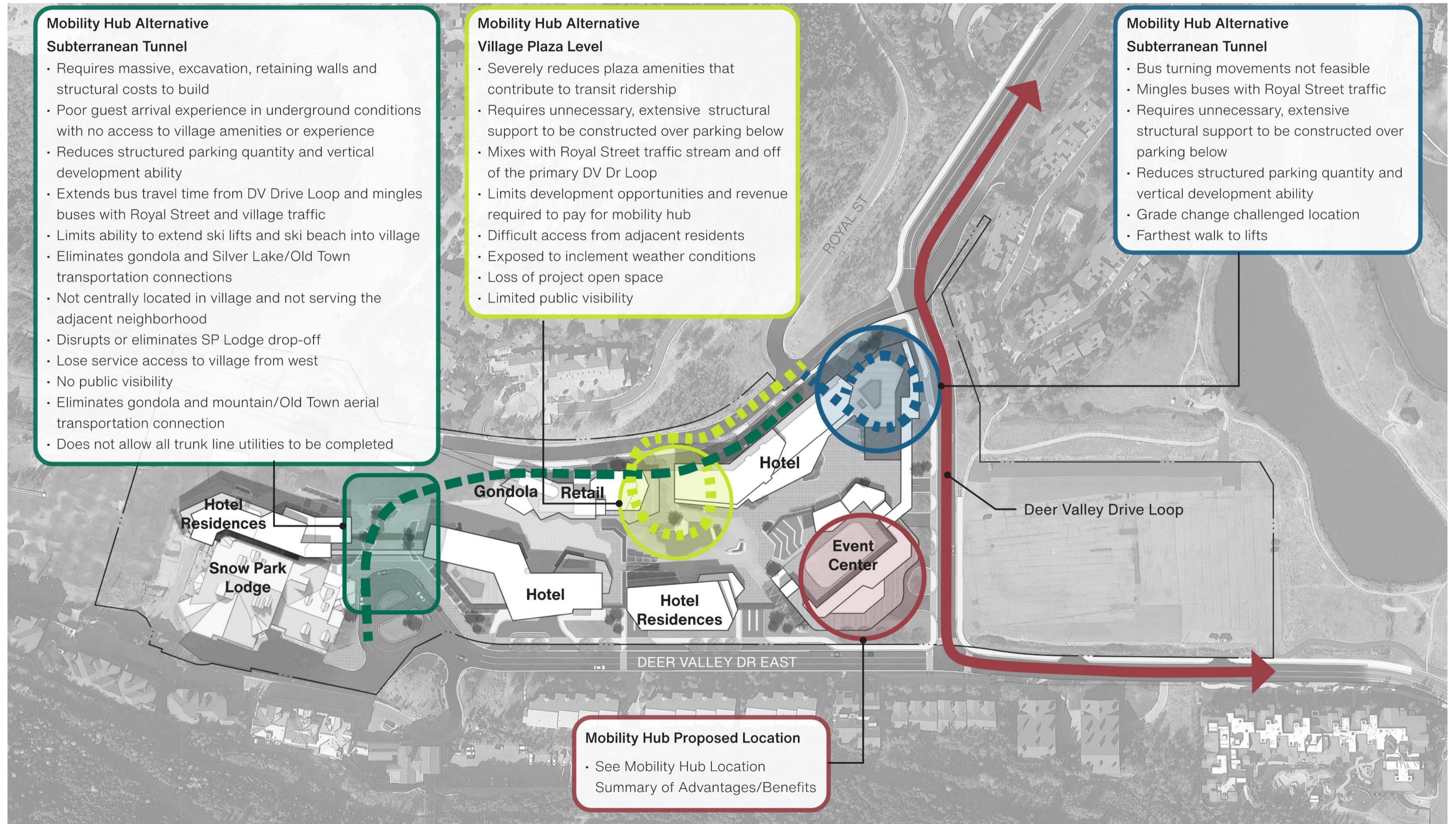


TRANSIT CENTER SUMMARY:

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

ON-SITE TRANSIT CENTER

Benefits of Transportation Plan & Right of Way Vacation + Dedication

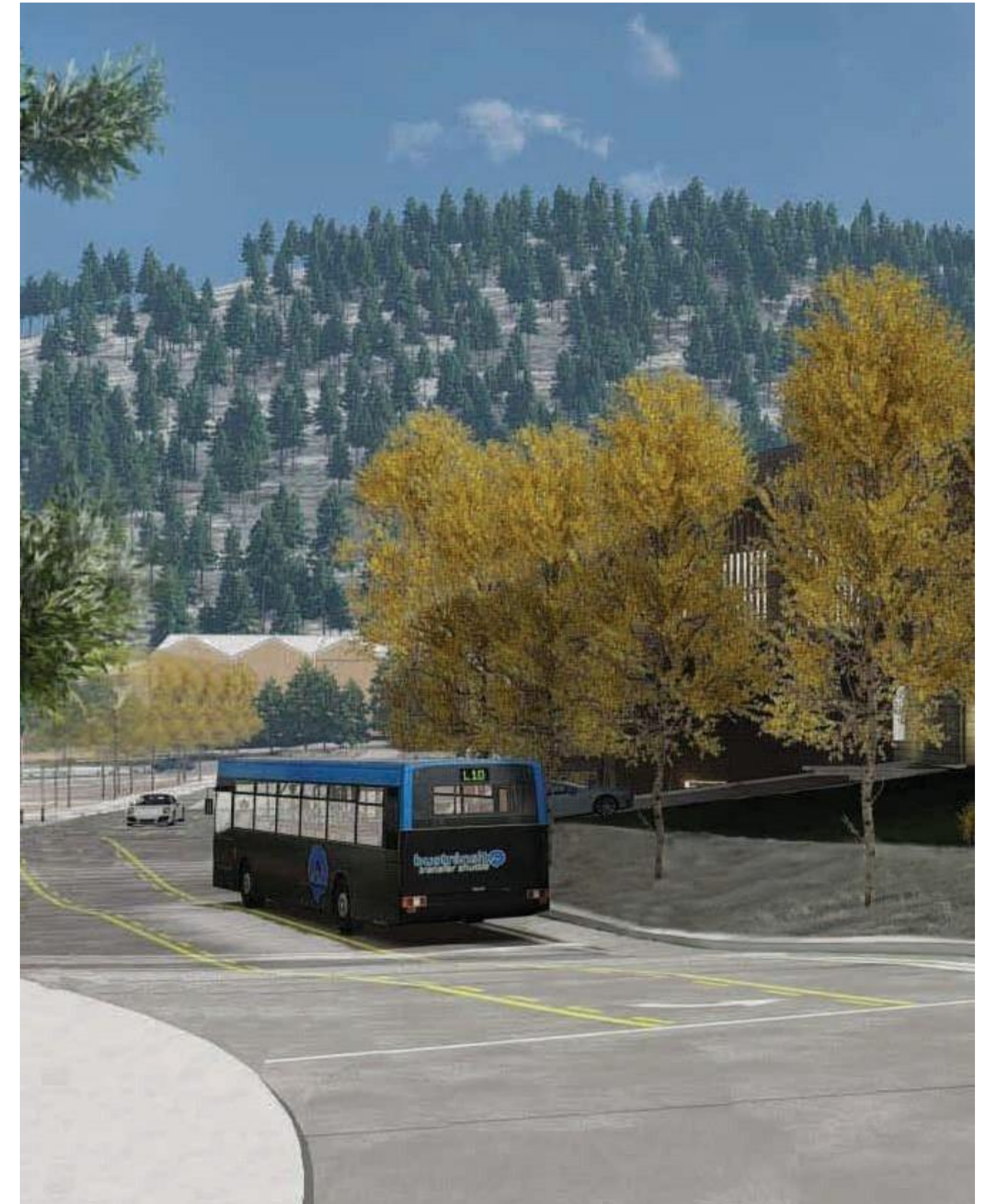


ADVANTAGES OF MOBILITY HUB LOCATION

Benefits of Transportation Plan & Right of Way Vacation + Dedication

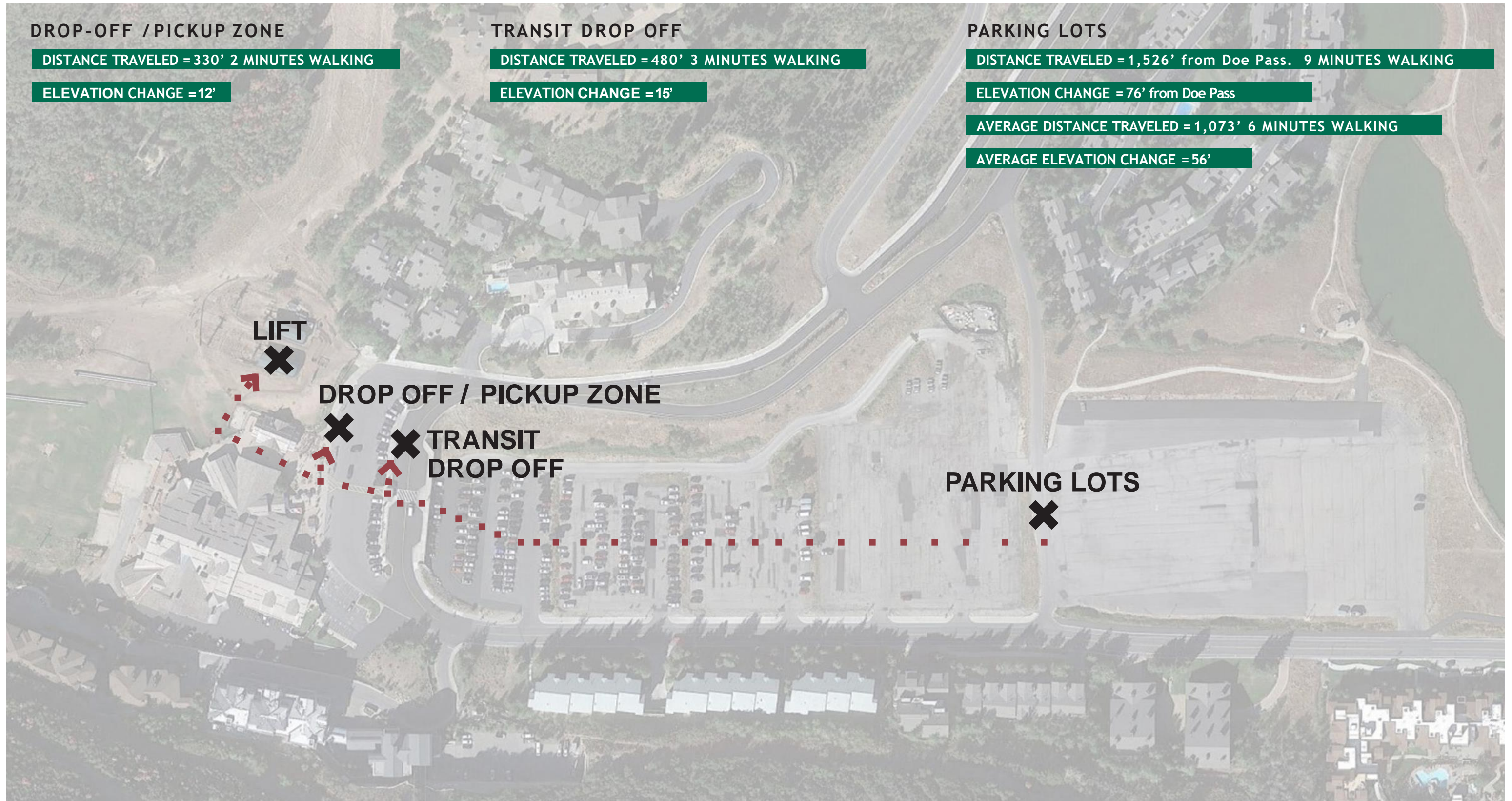


- Creates a full-service transit facility with a new dedicated route at the base of Deer valley over a curb drop-off today
- Minimizes pedestrian and transit vehicle conflicts (safer condition for pedestrians)
- A dedicated gated road to Trails End development that Deer valley will be maintaining but will have no access from the road to our development
(see letter of support above from local residents)
- Multiple location pedestrian street crossings connecting residents on east side of DV Drive East
(see letter of support above from local residents)
- 12 feet of the vacation will be used for a multi-use recreation trail that currently does not exist today for the entire Park City community
- Eliminates walkable grades and creates a “true” snow beach
- Enables direct drop-off access to Ski School
- Transit priority signal at Doe Pass / DV Drive East *(drivers change light on demand)*
- Integrated into and centrally located within the overall village
- Covered and protected from the elements by buildings above
- Immediate access to community event space above
- Welcome center integrated into parking structure with restrooms, employee breakroom, lockers, transit and skier information, and changing rooms
- Preserves emergency vehicle access
- Fully connected 12’ wide multi-use bike and walking path



PEDESTRIAN TRAVEL DISTANCES

The Experience Today



PEDESTRIAN TRAVEL DISTANCES

The Experience at Completion



DROP-OFF /PICKUP ZONE

TO SILVER LAKE EXPRESS

DISTANCE TRAVELED = 300' 2 MINUTES WALKING

ELEVATION CHANGE = 0'

TO CARPENTER EXPRESS

DISTANCE TRAVELED = 200' 1 MINUTE WALKING

ELEVATION CHANGE = 0'

TRANSIT HUB

TO SILVER LAKE EXPRESS

DISTANCE TRAVELED = 550' (200' VIA ESCALATORS) 3 MINUTES WALKING

ELEVATION CHANGE = 0' (ALL VIA ESCALATORS)

TO CARPENTER EXPRESS

DISTANCE TRAVELED = 800' (200' VIA ESCALATORS) 4 MINUTES WALKING

ELEVATION CHANGE = 0' (ALL VIA ESCALATORS)

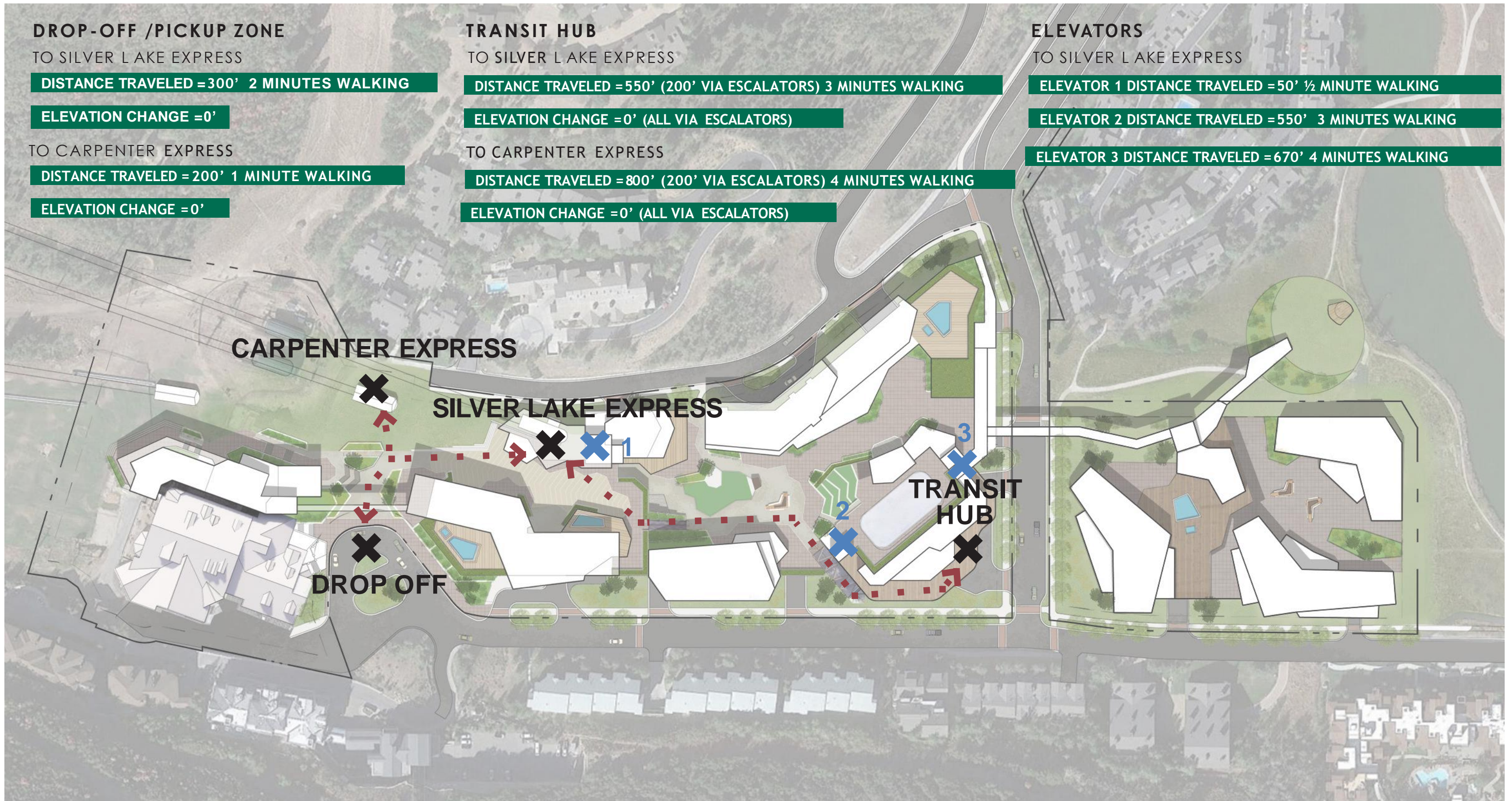
ELEVATORS

TO SILVER LAKE EXPRESS

ELEVATOR 1 DISTANCE TRAVELED = 50' ½ MINUTE WALKING

ELEVATOR 2 DISTANCE TRAVELED = 550' 3 MINUTES WALKING

ELEVATOR 3 DISTANCE TRAVELED = 670' 4 MINUTES WALKING



PEDESTRIAN TRAVEL DISTANCES

The Comparison



DROP OFF / PICKUP ZONE

TRANSIT DROP OFF

CARPENTER LIFT

TODAY	FUTURE
330 Feet	200 Feet
2 Minutes	1 Minute

SILVER LAKE LIFT / GONDOLA

TODAY	FUTURE
380 Feet	300 Feet
2 Minutes	2 Minutes

CARPENTER LIFT

TODAY	FUTURE
480 Feet	800 Feet
3 Minutes	4 Minutes

SILVER LAKE LIFT / GONDOLA

TODAY	FUTURE
480 Feet	550 Feet
3 Minutes	3 Minutes

PARKING CONDITIONS

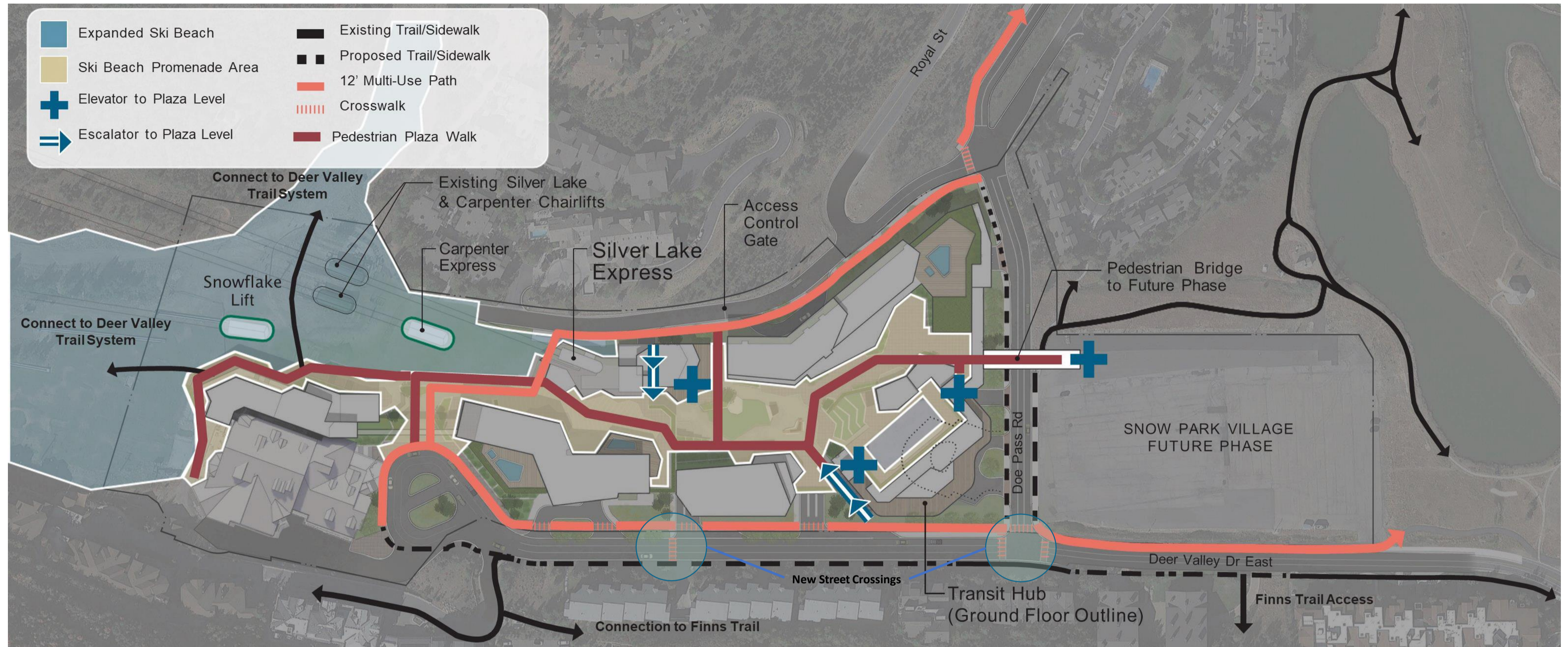
CARPENTER LIFT

TODAY	FUTURE
Lot 1: 684 Feet 4 Minutes	Elevator 1: 390 Feet 2 Minutes
Lot 2: 936 Feet 5 Minutes	Elevator 2: 830 Feet 5 Minutes
Lot 3: 1,158 Feet 6 Minutes	Elevator 3: 870 Feet 5 Minutes
Lot 4: 1,486 Feet 8 Minutes	
AVERAGE 1,066 Feet 6 Minutes	AVERAGE 697 Feet 4 Minutes

SILVER LAKE LIFT / GONDOLA

TODAY	FUTURE
Lot 1: 684 Feet 4 Minutes	Elevator 1: 50 Feet 1/2 Minute
Lot 2: 936 Feet 5 Minutes	Elevator 2: 550 Feet 3 Minutes
Lot 3: 1,158 Feet 6 Minutes	Elevator 3: 670 Feet 4 Minutes
Lot 4: 1,486 Feet 8 Minutes	
AVERAGE 1,066 Feet 6 Minutes	AVERAGE 423 Feet 2 1/2 Minutes

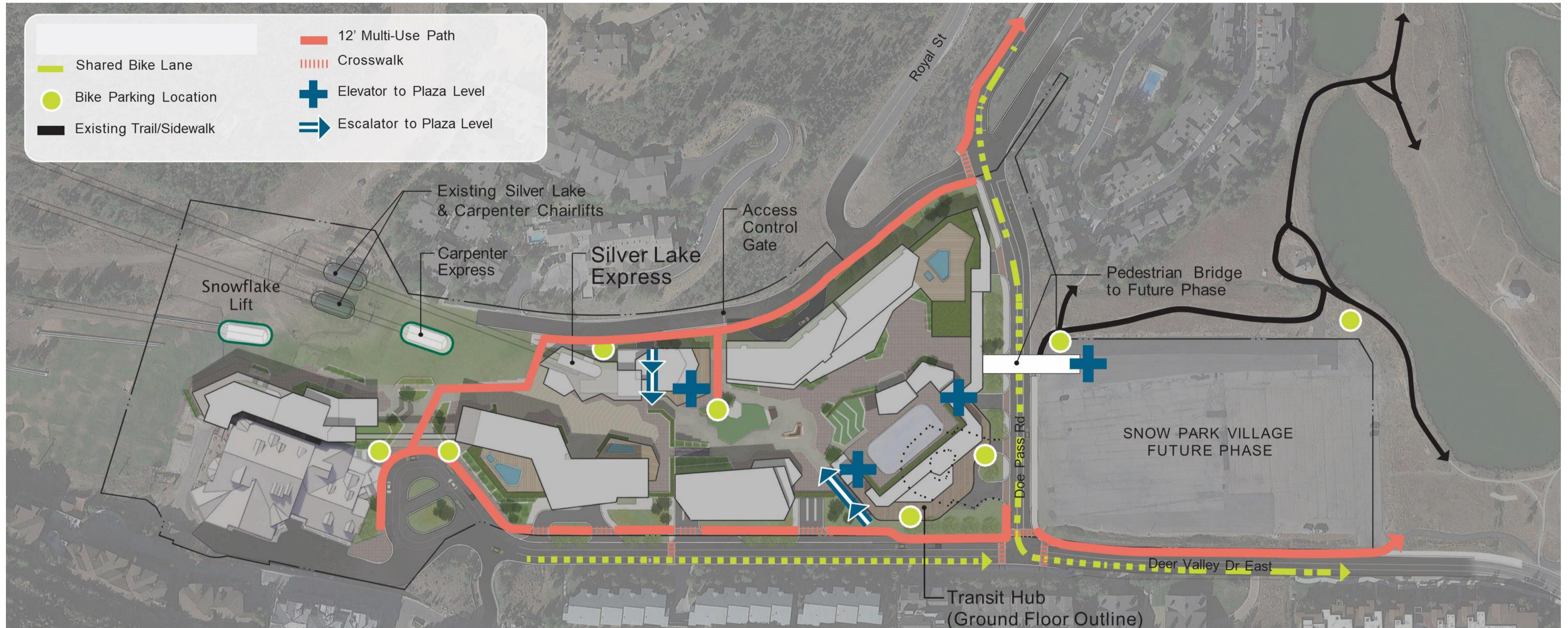
NEW PEDESTRIAN CIRCULATION EXPERIENCE



PEDESTRIAN CIRCULATION

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

NEW TRANSIT/BIKE FLEX LANE & MULTI-USE PATHS EXPERIENCE



SHARED TRANSIT/BIKE FLEXLANES

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

MULTI-USE PATHS

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

PARKING

Achieving a 20% Reduction



As part of our commitment to support the city’s objectives to reduce traffic congestion, we are forecasting a 20% reduction in parking supply demand

CONTEXT IN ASSESSING FUTURE PARKING DEMAND

- In 21/22 season lot was at capacity 22 days or approximately 15% of the full winter season
- Last Year over the peak winter season – the lot was less than half full 35%; 25% approximately 3/4 full and 40% full or mostly full.
- Employees currently take up approximately 15% of the parking supply, will take up approximately 7% in the future.
- New employees are included in code analysis

PARKING TACTICS THAT IMPACT OVERALL DEMAND

****Estimate 600 less parking supply demand in the future.**

- Access to mountain from a **new access portal** at Mayflower.
 - Estimating 25% reduction in cars through Park City.
- **Paid parking** to increase occupants per vehicle (carpooling)
 - Currently seeing a 20% reduction at other resorts due to paid parking, 200 fewer cars.
- A plan **prioritizing transit** – full-service transit-hub and flex lanes
 - Increase in ridership by 10%, an additional 6,000 riders per year. This could translate in to an additional 75 daily riders.
- 60% Reduction with **Employees parking off-site** through:
 - Private buses from Rivers Edge, 170 fewer cars
 - UTA carpool from Salt Lake, 40 fewer cars
 - Employees and Guests parking at satellite lots, 270 fewer cars.
- Employees in Housing on Iron Horse Rd. will be shuttled to the resort.

Projected Future Demand By Use			
Use	Existing	Parking Required By Code	Estimated Future Demand with 20% Reduction
Deer Valley Resort Day Skier & Employee	1,350	1,500	1,200
Event Center	0	251	201
Commercial	0	107	86
Subtotal	1,350	1,858	1,487
Residential	0	198	158
Hotel	0	206	165
Subtotal	0	404	323
Total	1,350	2,262	1,810

Projected Future Demand By Level		
Level	Use	Stalls
North Parcel - P1	Employee/Day Skier	310
North Parcel - P2	Residential	140
North Parcel Subtotal		450
South Parcel - P1	Hotel/Commercial/Day Skier	406
South Parcel - P2	Day Skier	368
South Parcel - P3	Day Skier/Event	455
South Parcel - P4	Hotel/Condo	131
South Parcel Subtotal		1,360
Total		1,810