

Snow Park Traffic Study Independent Review

Wall Consultant Group

June 15, 2023





Overview

WCG provided an independent 3rd party review, including

- 17 different applicant submittals
- 11 different formal reviews of the proposed development.
- Numerous meetings with the applicant and City staff



Trip Generation

Table 3: Snow Park Traffic

	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Traffic	5,221	5,329	10,550	770	249	1,019	333	903	1,236
New Trips	1,808	1,808	3,616	176	85	261	115	207	322
Total Trips	7,029	7,137	14,166	946	334	1,280	448	1,110	1,558



Parking Comparison

The applicant is currently proposing **2,236** total stalls on site for Snow Park, as required by City code. Previously, a 20% reduction in parking was proposed (Nov. 2022 study)

Table 2: Trip Generation Comparison

Trip Generation			
Period	Nov 2022 Study	Mar 2023 Update (Full Parking Supply)	Difference
Daily	2,276	3,616	1,340
AM Peak Hour	162	261	99
PM Peak Hour	204	322	118

Table 3: 2040 Plus Project Peak Hour Total Traffic Volume Assumptions

Traffic Volume Assumptions								
Period	Nov 2022 Study			Mar 2023 Update (Full Parking Supply)			Increase in Total Vehicles	% Increase in Total Traffic
	Inbound	Outbound	Total	Inbound	Outbound	Total		
AM Peak Hour	1,043	454	1,497	1,136	460	1,596	99	7%
PM Peak Hour	584	1,195	1,779	595	1,302	1,897	118	7%



Mitigation Measures Proposed by Applicant

1. Reconfiguring the “Y-intersection” with the addition of signalized traffic control
 - new access pattern for visitors
 - safety for pedestrians and bicyclists
 - transit pre-emption
2. A new left-turn deceleration and acceleration lane
 - Solamere Drive
 - Queen Esther Drive
3. Reducing parking demand by
 - implementing paid parking
 - shared parking for the development
4. Improving the active transportation network with
 - new or improved trails
 - safer crossings
 - multi-use paths



Mitigation Measures Proposed by Applicant

5. A new transit mobility hub
 - Room for 6 buses
 - Restrooms & lockers
 - Additional amenities
6. Traffic signal at Doe Pass Road / Deer Valley Drive East
 - Transit pre-emption
 - Safety for pedestrians and bicyclists
7. Shared Mixed Lanes
 - Bike Lanes during summer
 - Dedicated transit lanes during peak winter season
8. Transportation Demand Management (TDM) Plan
 - Outlines existing programs and efforts to reduce trips
 - Identifies new strategies to reduce trips
 - See Snow Park Village TDM Plan for details

Latest Traffic Impact Study Review



Please see the WCG review memo dated May 3rd, 2023 for details.

A few highlights of our review include:

- Concerns with trip generation and distribution were corrected
- Questions about parking were addressed with a detailed parking management plan
- Concerns about the pick-up / drop-off area were addressed
- The VISSIM model was calibrated and refined with additional data



Recommended Next Steps

WCG recommends the following next steps:

- PCMC Staff and the Deer Valley Team establish a regular TDM meeting schedule
- Implement a monitoring system
- Establish clear goals and metrics that can be tracked and measured
- Be flexible in trying new methods for reducing travel demand
- Consider reservation parking and reconsider the parking reduction with offsite mitigation (20% reduction to support Park City goals)
- Driveway spacing and access widths can be refined if the project proceeds towards final design