

Bicycle & Pedestrian Plan

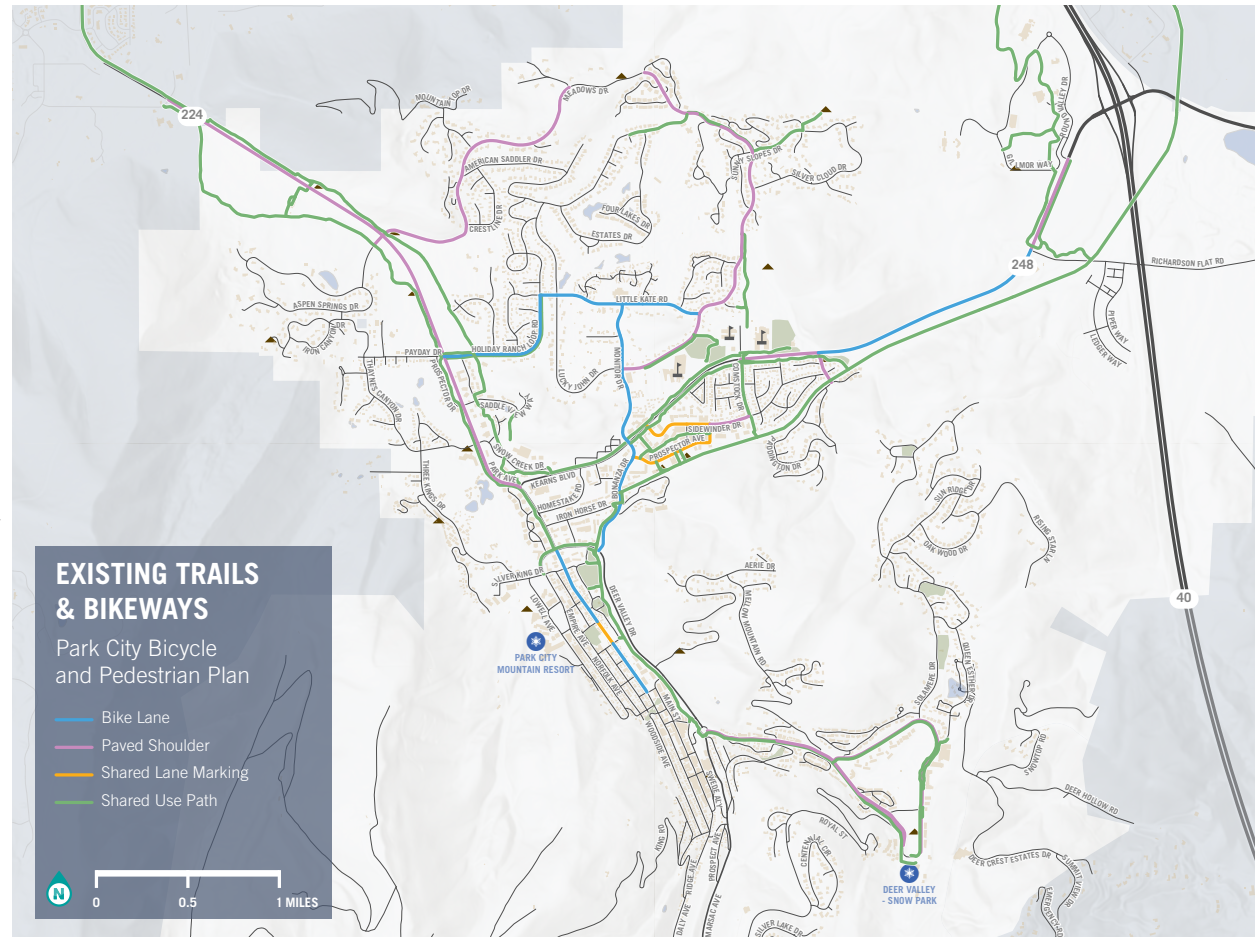
Executive Summary



Introduction

GOALS OF THE PLAN

The development of the Bicycle & Pedestrian Plan aligns with Park City's vision and goals for the community as outlined in previously adopted documents such as *Park City Vision 2020* and *Park City Forward*, which establish goals and initiatives fostered towards creating a community and transportation system that is safe for everyone. Building on previous visioning efforts, the aim of this plan is to develop a bicycle and pedestrian system that serves people of all ages and abilities, makes useful connections, and improves roadway and trail safety. The plan establishes clear direction for the City to prioritize near-term investment of time and resources. These include infrastructure and programmatic recommendations.



Map 1.1: Existing Trails & Bikeways

1

Serve bicyclists and pedestrians of all ages and abilities

2

Make useful connections to key destinations

3

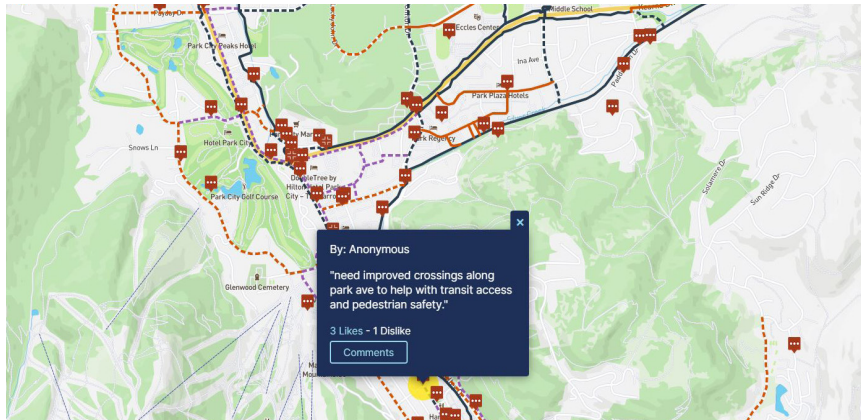
Improve roadway and paved trail safety



Public Engagement

COMMUNITY FEEDBACK

Public engagement played a critical role in shaping the Park City Bicycle & Pedestrian Plan. The project team utilized several avenues for community involvement, including online surveys, interactive web maps, and in-person meetings. These efforts gathered feedback on existing conditions, identified areas for improvement, and highlighted community priorities.



Screenshot from online interactive map

PRIORITY CONNECTIONS

Feedback from the community underscored a strong desire for enhanced connectivity to key destinations.

 **Recreational Areas**

 **Trailheads**

 **Schools**

 **Old Town**

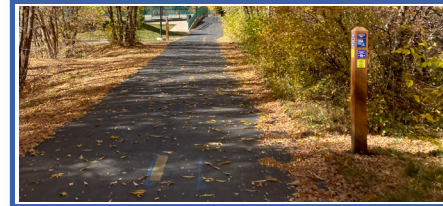
Recommended Network

APPROACH

High-Comfort Routes: Designed to meet national standards, providing safety and comfort for users through protected bikeways, separated trails, and low-traffic streets.

Supplemental Routes: Connections that enhance overall network coverage but may not adhere to high-comfort standards.

EXISTING NETWORK EXAMPLES



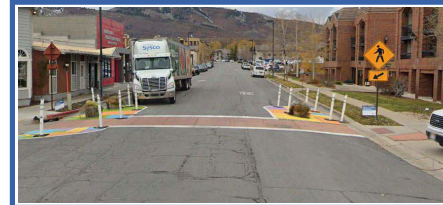
Poison/Silver Creek | Multiuse Trail

Fully separated from roadway right-of-way and meets minimum standards for width



Kearns Blvd | Sidepath

Less than 10' wide in some areas; no buffer between sidepath and roadway



Sidewinder Dr | Shared Street

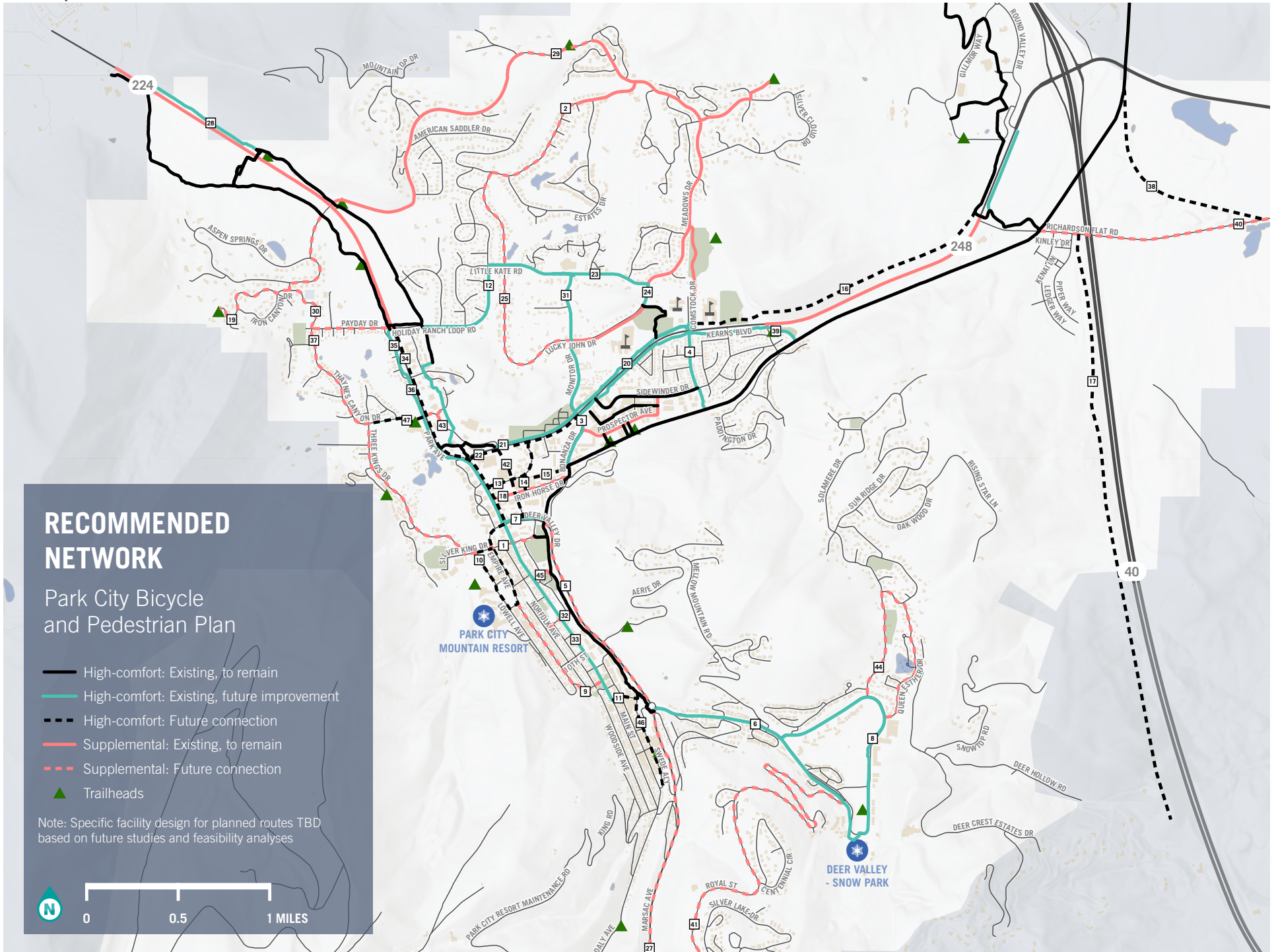
Posted vehicle speed less than 30 mph and volumes less than 1,000 ADT



Park Ave | Bike Lane & Shared Street

Posted speed is 25 mph, but motor vehicle volumes around 7,000 ADT

Map 1.2: Recommended Network



RECOMMENDED NETWORK

Park City Bicycle and Pedestrian Plan

- High-comfort: Existing, to remain
- High-comfort: Existing, future improvement
- - - High-comfort: Future connection
- Supplemental: Existing, to remain
- - - Supplemental: Future connection
- ▲ Trailheads

Note: Specific facility design for planned routes TBD based on future studies and feasibility analyses



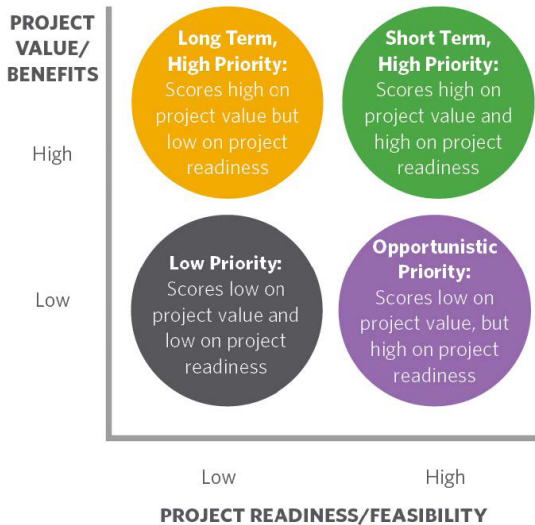
Implementation Strategy

FRAMEWORK

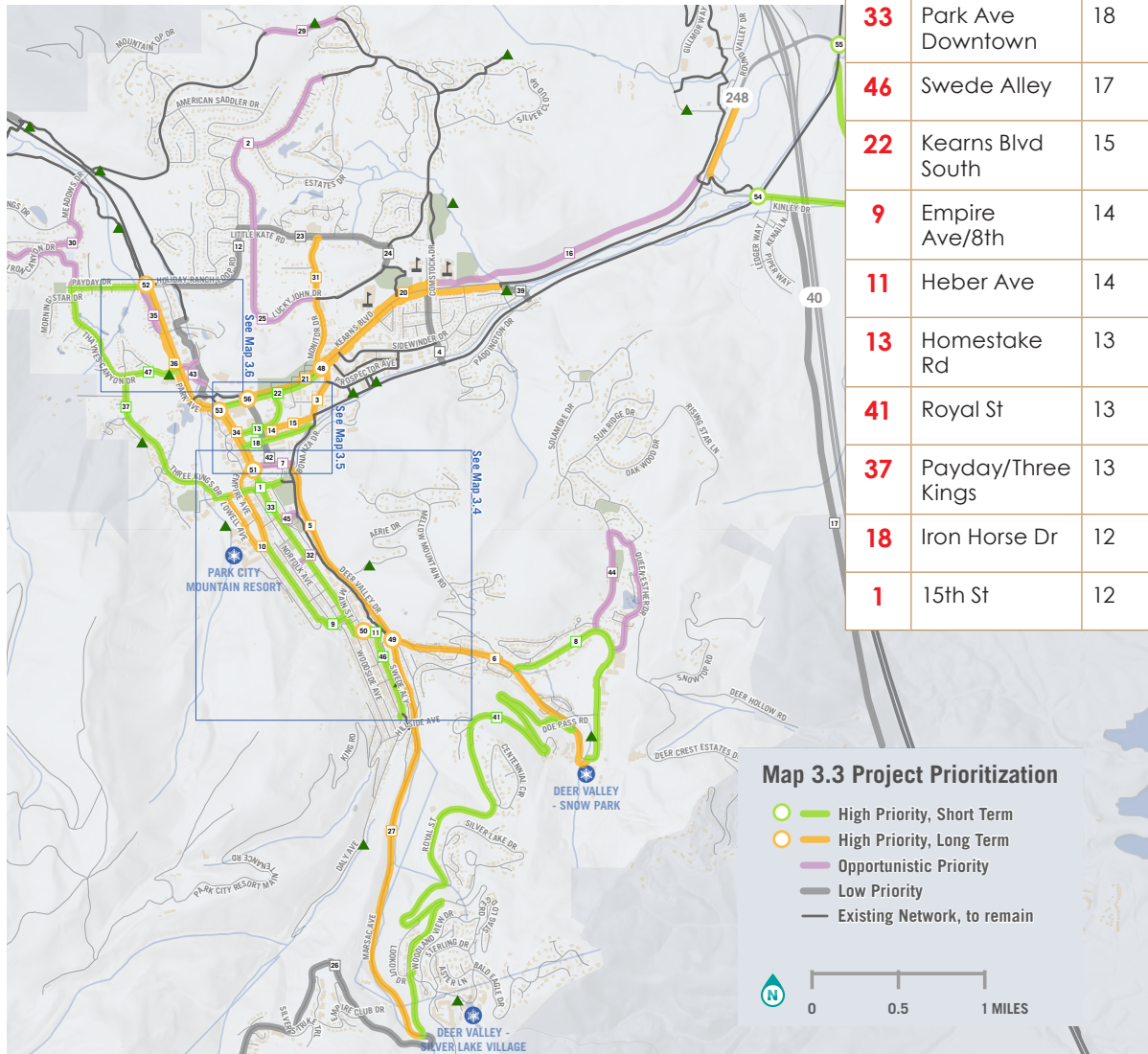
Project Value: Measures how well a project aligns with the goals of the Bike and Pedestrian Plan.

Project Readiness: Assesses the complexity of projects based on design, funding availability, partner collaboration, and constructability.

Projects are categorized as high priority (short and long term), opportunistic, or low priority based on these criteria. Funding sources include local government budgets, grants, and public-private partnerships.



Map 1.3: Project Prioritization



Top 10 High Priority, Short Term Projects

ID	NAME	SCORE
33	Park Ave Downtown	18
46	Swede Alley	17
22	Kearns Blvd South	15
9	Empire Ave/8th	14
11	Heber Ave	14
13	Homestake Rd	13
41	Royal St	13
37	Payday/Three Kings	13
18	Iron Horse Dr	12
1	15th St	12



Policy & Program Recommendations

INITIATIVES

Bike Parking: Update parking codes, conduct inventory, and expand public bike parking with programs like "Request-a-Rack."

Design Guidance: Adopt design standards for bicycle and pedestrian facilities, including crosswalks.

Education & Promotion: Expand programs such as Bike to School and establish in-school bike safety programs. Encourage local businesses to become Bicycle Friendly certified, and promote incentives for active commuting.

Data & Analysis: Collect data on bike and pedestrian traffic to assess program success and plan future improvements.

Community Collaboration: Continue and expand on existing community programs. Consider creating Advisory Committees.

Private Development: Adopt policies and develop standards that promote trail-oriented development.

Maintenance & Operations: Establish a strategy for maintaining year-round bike and pedestrian access, particularly in winter months.



Bike to School program



Conclusion

The Park City Bicycle & Pedestrian Plan offers a comprehensive strategy for enhancing Park City's active transportation infrastructure. By addressing connectivity, safety, and user experience, the Plan promotes a healthier, more sustainable, and community-oriented transportation system. As the city implements these recommendations, it will further Park City's vision of a bike-friendly, walkable city that provides equitable access to residents and visitors alike.

