

SR-248 Corridor Plan



Prepared for
Park City

By H.W. Lochner

March 2009

LOCHNER

Table of Contents

Table of Contents 2

 Tables 3

 Figures 3

Chapter 1: Project Overview..... 4

 Background and Purpose of Study 4

 Public Involvement 4

 Public Involvement Tools 5

Chapter 2: Roadway Design Alternatives 6

 Alternative 1: No-Build Alternative 6

 Alternative 2: Four Lane (Full Widening)..... 6

 Alternative 3: Four Lane with HOV Lanes (Within Existing Footprint) 7

 Alternative 4: Reversible Lanes 7

 Alternative 4A: Reversible Lanes from Wyatt Earp Way to Old Dump Road 7

 Alternative 4B: HOV Reversible Lanes from Wyatt Earp Way to Old Dump Road 8

 Comparison of Alternatives..... 9

 Traffic Operations..... 10

 Discussion of Reversible Lane Alternatives 11

 Transportation Demand Management..... 11

 TDM Policy Considerations..... 11

 Alternative Entry Corridors..... 12

 Rail Trail 12

 Deer Hollow..... 17

 Wyatt Earp..... 17

Chapter 3: Environmental Scan and Carbon Analysis..... 19

 Environmental Scan..... 19

 Carbon Impact Analysis 19

Chapter 4: Final Recommendation 21

 Final Recommendation..... 21

 Next Steps..... 21

Chapter 5: References 22

Appendix A: Public Input Summary 23

 Summary of Public Comments 23

Summary of Stakeholder Committee Meetings	35
First Stakeholder Committee Meeting	35
Second Stakeholder Committee Meeting	36
Public Hearing Transcript	38
Appendix B: Stakeholder Committee List	51
Appendix C: Conceptual Alternatives	52
Appendix D: Rails with Trails Information	63
Example Rails-with-Trails Projects.....	63
Separation Options.....	64

Tables

Table 1: Comparison of Alternatives	9
Table 2: Traffic Operations and Level of Service	10
Table 3: Percentage of Traffic Volume Reductions Based on TDM	11
Table 4: Carbon Impact Analysis.....	20

Figures

Figure 1: Four Lane (Full Widening)	6
Figure 2: Four Lane with HOV Lanes (Within Existing Footprint)	7
Figure 3: Reversible Lane	8
Figure 4: Direction Control Gantry and Lights	8
Figure 5: Section A-A (Western End of Rail Trail Adjacent to White Pine Touring)	14
Figure 6: Section B-B (South of Gold Dust Lane)	15
Figure 7: Section C-C (Approximately Half Way Between Bonanza Drive and the Park and Ride)	16

Chapter 1: Project Overview

Background and Purpose of Study

SR-248 is one of the primary arterial roads through Park City, a world-class ski resort community, and serves multiple purposes. In addition to serving as a key bicycle corridor and utility corridor, it also carries visitors to Deer Valley Resort, Park City Mountain Resort, and the historic Main Street district. It also carries employee and service vehicles into and out of the city.

SR-248 between US-40 and SR-224 is a mixture of two and four lane configurations and is bordered by a three-school campus as it enters Park City. The road carries approximately 17,000 vehicles per day (2006 AADT) with peak loads of 2,000 vehicles per hour and 21,000 vehicles per day. Population in the area is growing at an average annual rate of approximately seven percent, and associated traffic is forecasted to follow a similar growth pattern. SR-248 experiences recurrent congestion during the morning and afternoon commute hours; this congestion is further exacerbated on peak days.

Park City's *Entry Corridors Management Strategic Plan*—adopted on March 20, 2006—set forth objectives for managing transportation and traffic along major entry corridors into Park City, including SR-248. One of the key objectives identified in the strategic document is “to gain a thorough understanding of volumes and travel patterns that make up the current and future traffic conditions along the entry corridors.” Another key objective identified in the plan is to “ensure current capacity of entry corridors are utilized effectively before expanding roads or related infrastructure.” These two objectives necessitated six individual studies completed for portions of the SR-248 corridor:

- *Quinn's Junction SR-248 Access Study (Horrocks 2005)*: The purpose of this study was to identify potential access locations that would service future development on SR-248 between US-40 and Park City, Utah.
- *Bonanza Drive Study (2006)*: The purpose of this study was to evaluate traffic capacity needs and improvements along Bonanza Drive. It also included coupling capacity improvements with future roadway construction activities.
- *Parking and Circulation Master Plan for Park City High School Report (InterPlan 2006)*: The purpose of this study was to examine pedestrian circulation and other transportation issues related to renovating Park City High School.
- *Park City Heights Traffic Impact Study (Hales Engineering 2007)*: The purpose of this study was to examine traffic impacts associated with a proposed development. This development would be located on approximately 200 acres of land contiguous to the current Park City Municipal eastern boundary.
- *SR-248: SR-224 in Park City to SR-32 in Kamas Level One Corridor Study (InterPlan 2007)*: The purpose of this level-one corridor study was to set the context for a 20-year improvement plan.
- *SR-248 Corridor Study (InterPlan 2008)*: The purpose of this study was to gain a thorough understanding of the volumes and travel patterns that make up the current and future traffic conditions along the entry corridor of SR-248 and to consider a range of transportation solutions for this corridor.

As a result of the SR-248 Corridor Study completed in 2008, Park City requested a comprehensive corridor plan be prepared. This corridor plan would include a more detailed consideration of the four lane alternative, directional lane alternative, and dedicated bus/HOV lane alternatives. In addition, Park City requested that consideration be given to pedestrian and bicycle modes, alternative entry corridors, and carbon impacts associated with all suggested alternatives. It was also requested an opportunity for public input be given. The following plan has been prepared to meet this request and to ensure that a long-term sustainable transportation solution for SR-248 be identified.

Public Involvement

A two-part public involvement process was developed for the SR-248 Corridor Study project:

- Broad-reaching community involvement
- Focused collaboration with key stakeholders

Public input was a critical component during the project and the development of alternatives. Below is an overview of the public involvement tools that were utilized during this project.

Public Involvement Tools

Tools used to solicit input from the public included:

- *Interactive Project Website:* The project website provided an overview of the project, information about upcoming events, and an interactive comment form. The website is located at www.sr248parkcity.com.
- *Media Relations:* Media releases were developed and sent to KPCW and the Park Record. The releases were used to advertise the project website, update the public on the project, and invite people to attend a public open house.
- *City Council Presentations:* A City Council work session update was held on November 20, 2008. City Council members were invited to ask questions and provide input on the project. Small update meetings with two Council members were also held on December 17, 2008, January 6, 2009, and January 8, 2009.
- *Public Open House:* A public open house was held on September 30, 2008 from 5:00 to 7:00 P.M. at the Park City Shadow Ridge Resort Hotel and Conference Center in Park City, UT. The purpose of this meeting was to solicit input from the general public regarding the four alternatives:
 - Reversible Lane
 - Dedicated Bus/HOV Lane
 - Four Lanes: Full Widening
 - Four Lanes: Minimal Widening

Approximately 30 members of the public attended this meeting and gave comments by using comment cards and writing on provided project maps.

- *Stakeholder Committee:* A committee was developed to represent the interests of individuals with a stake in the project. A cross section of local business owners, local residents, school district representatives, event coordinators, trail representatives, county representatives, and city staff participated in this committee. There were approximately 12 members. A list of stakeholder committee members and the organizations they represent is included in Appendix B. Two stakeholder committee meetings were held during the course of the project. The first meeting was held to determine stakeholder preferences regarding the four alternatives. The second committee meeting was held to report back to committee members regarding the outcome of the alternatives analysis and the project team's recommendations.

Summaries of the comments from the public open house and the stakeholder committee meetings can be found in Appendix A.

Chapter 2: Roadway Design Alternatives

As part of the SR-248 Corridor Study, a range of alternatives was evaluated. These included widening the corridor to four lanes, constructing four lanes within the existing footprint, creating dedicated bus/HOV lanes, and constructing a range of reversible lane options. Below is a detailed description of each alternative. Conceptual layouts of each are included in Appendix C.

Between Wyatt Earp Way and Old Dump Road, SR-248 is confined between a hillside to the north and wetlands to the south. For all alternatives, the removal of the existing planter at this location is necessary to avoid or minimize widening into these areas. The feasibility of lowering SR-248’s speed limit when approaching Wyatt Earp Way will be evaluated by UDOT and is recommended. All alternatives also assume construction of a pedestrian tunnel across SR-248 directly east of Comstock Drive. Park City anticipates hiring a consultant to prepare the design and to undertake construction management for by the middle of February 2009. The target completion date for the pedestrian tunnel is the summer of 2009. Last, it is proposed on all alternatives that landscaping is constructed at various locations between Comstock Drive and Wyatt Earp as a traffic calming measure.

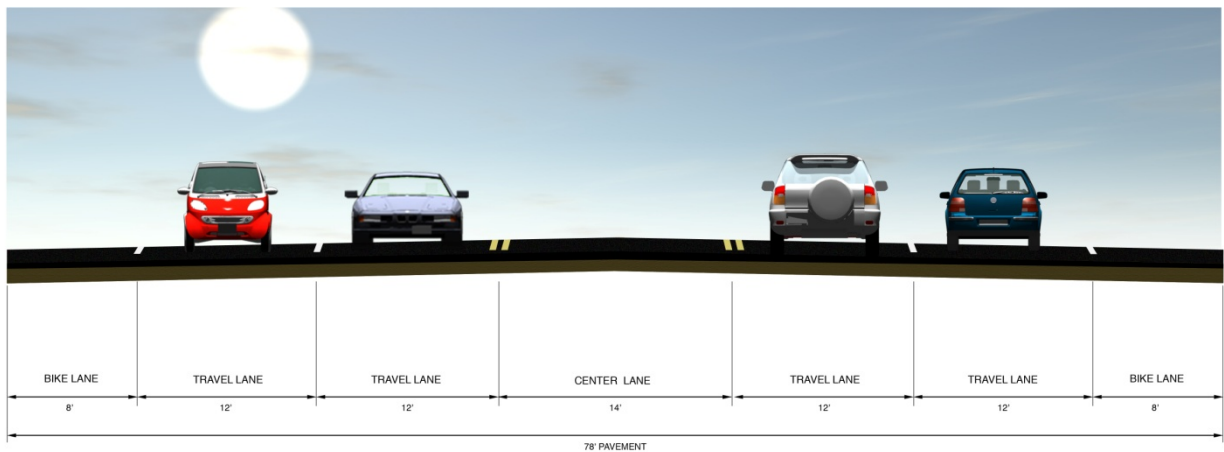
Alternative 1: No-Build Alternative

This alternative assumes that no major capital investments would be made along the SR-248 corridor except for the TDM strategies outlined below.

Alternative 2: Four Lane (Full Widening)

This alternative involves widening the road between Sidewinder Drive and Wyatt Earp Way to include four 12-foot travel lanes with a 14-foot center turn lane, which would accommodate turning movements. East of Wyatt Earp Way, the road would be widened where necessary to accommodate a lane configuration as depicted below. Two five-foot bike lanes would be incorporated between SR-224 and Wyatt Earp Way. East of Wyatt Earp Way two eight-foot bike lanes and a shoulder would be included.

Figure 1: Four Lane (Full Widening)



Alternative 3: Four Lane with HOV Lanes (Within Existing Footprint)

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 Old Dump Road as depicted below. In the area between Wyatt Earp Way and Old Dump Road, eleven-foot lanes and five-foot shoulders would be used to accommodate four travel lanes within the existing roadway footprint. This would provide 3.4 feet of median separation between eastbound and westbound traffic. At the current posted speed of 50 mph, an exception to current design standards would be needed to incorporate this alternative. Minor widening without cutting into the existing hillside may also be possible in this area. This widening could be used to accommodate a median barrier to enhance safety. Continuous bike lanes would be provided between SR-224 to US-40.

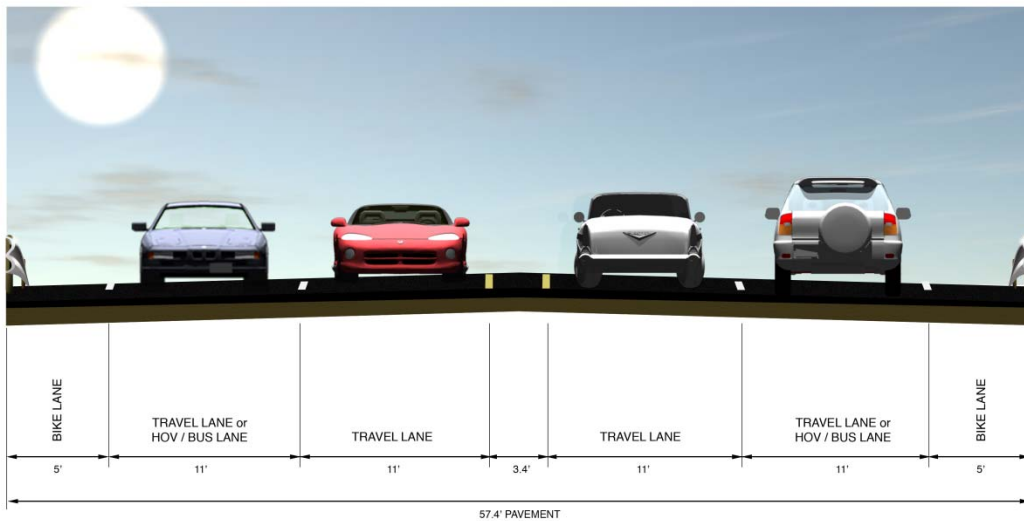


Figure 2: Four Lane with HOV Lanes (Within Existing Footprint)

Alternative 4: Reversible Lanes

A range of reversible lane scenarios were considered along SR-248, including reversible lanes from US-40 to Comstock Drive, reversible lanes from US-40 to Bonanza Drive, reversible lanes from Wyatt Earp Way to Old Dump Road, and HOV reversible lanes from Wyatt Earp Way to Old Dump Road. However, alternatives with reversible lanes west of Wyatt Earp Way are expected to fail due to the high number of turning movements on SR-248 into the school zone; therefore, these alternatives were removed from the analysis. Reversible alternatives carried forward for consideration are described below.

Alternative 4A: Reversible Lanes from Wyatt Earp Way to Old Dump Road

This alternative would widen the existing facility to four lanes (two lanes in each direction) between SR-224 and Wyatt Earp Way. The roadway between Wyatt Earp Way and Old Dump Road would be a reversible lane facility, providing two lanes into Park City during the morning commute and two lanes out of Park City during the evening commute. The reversible lane facility would fit within the existing roadway footprint, as shown below. During off peak times the center lane would be largely unused and would provide separation between eastbound and westbound traffic. East of Old Dump Road, the roadway would again be widened to four lanes; this would continue until US-40.

Alternative 4B: HOV Reversible Lanes from Wyatt Earp Way to Old Dump Road

This alternative would widen the existing facility to four lanes (two lanes in each direction) between SR-224 and Wyatt Earp Way. The roadway between Wyatt Earp Way and Old Dump Road would be a reversible lane facility for HOV vehicles only, providing two lanes into Park City during the morning commute and two lanes out of Park City during the evening commute. The reversible lane facility would fit within the existing roadway footprint, as shown below. During off peak times, the center lane would be largely unused and would provide separation between eastbound and westbound traffic. East of Old Dump Road, the roadway would again be widened to four lanes; this would continue until US-40.

Figure 3: Reversible Lane

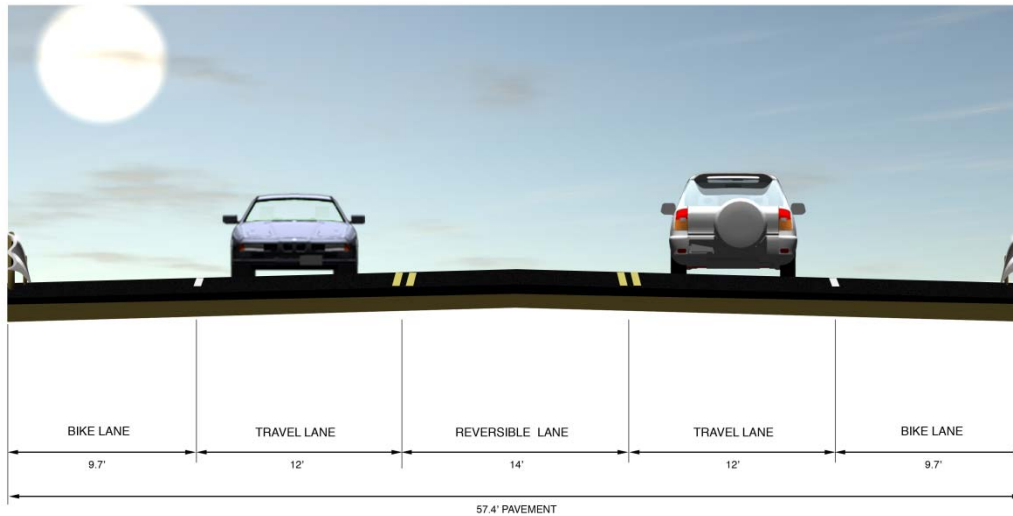


Figure 4: Direction Control Gantry and Lights



Comparison of Alternatives

Table 1: Comparison of Alternatives

Alternative		2014 Travel Time (Min)	Cost	ROW Impacts	Pros	Cons
1	No-Build Alternative	N/A	-	-	Does not require additional investment; no ROW or environmental impacts.	Does not serve future traffic volumes.
2	Four Lane	7	\$9 – 13 M	0.7 Acres	Includes 8 feet for bike lanes & shoulder; more intuitive than reversible lanes.	Increased ROW/environmental impacts due to widening; also the highest cost.
3	Four Lane with HOV Lanes (Within Existing Footprint)	7.5	\$5 – 9 M	0.2 Acres	Supports TDM initiative; includes between 5 – 8 feet for bike lanes and shoulder; more intuitive than reversible lanes.	Broken down vehicles in shoulder would impact HOV lane traffic flow between Wyatt Earp Way and Old Dump Road.
4A	Reversible Lanes from Wyatt Earp Way to Old Dump Road	8	\$5 – 10 M	0.2 + Acres	Includes 8 feet for bike lanes & shoulder.	Signing costs; may fail in off-peak direction if directional split changes; does not support TDM initiative; less intuitive than four-lane alternative.
4B	HOV Reversible Lanes from Wyatt Earp Way to Old Dump Road	8.5	\$5 – 10 M	0.2 + Acres	Includes 8 feet for bike lanes & shoulder; supports TDM initiative.	Signing costs; HOV lane must be located in center requiring buses to merge into general purpose lane to access Park-and-Ride; may fail in off-peak direction if directional split changes; less intuitive than four lane alternative.

Notes:

1. All alternatives include a center turn lane from SR-224 to Wyatt Earp Way and again from Old Dump Road to US-40.
2. HOV lanes may be managed for carpoolers with more than two, three, or four persons in the car depending on the use. HOV lanes may be used as a toll lane like I-15 North in Salt Lake.
3. All alternatives include continuous bike lanes from SR-224 to US-40.

Traffic Operations

Table 2: Traffic Operations and Level of Service

Alternatives	2008 Travel Time (Minutes)				2014 Travel Time (Minutes)				2020 Travel Time (Minutes)				Traffic Impacts
	A.M. Peak	P.M. Peak	A.M. LOS	P.M. LOS	A.M. Peak	P.M. Peak	A.M. LOS	P.M. LOS	A.M. Peak	P.M. Peak	A.M. LOS	P.M. LOS	
Existing	12	12	B	A	-	-	-	-	-	-	-	-	N/A
1 No-Build	-	-	-	-	30.5	32.5	F	F	32.5	46.5	F	F	Many signals east of Bonanza fail in p.m. peak in 2014; all fail in 2020.
2 Four Lane	-	-	-	-	7	7.5	C	C	8	10	C	C	Most signals are at a LOS C or better in 2014 and 2020.
3 Four Lane with HOV Lanes (Within Existing Footprint)	-	-	-	-	7.5	9	C	C	8.5	10.5	C	C	Lanes are narrowed to 11 feet, causing minimally reduced travel speeds (compared to Alternative 2). All signals perform well in 2014; IHC and Old Dump Road do not function well in 2020.
4A Reversible Lanes from Wyatt Earp Way to Old Dump Road	-	-	-	-	8	10	C	C	8	12	C	C	Signals generally perform at a LOS C or better.
4B HOV Reversible Lanes from Wyatt Earp Way to Old Dump Road	-	-	-	-	8.5	10	C	C	8.5	12	C	C	Signals generally perform at a LOS C or better.

■ = Good; ■ = Medium; ■ = Poor
 * Refers to available shoulder space from SR-224 to Bonanza/Bonanza to US-40
 ** Travel times calculated between SR-224 and US-40

Summary points from the traffic operations table include the following:

- Alternative 1 results in significant, arguably unacceptable, travel times in 2014 and beyond.
- Alternatives 2 and 3 provide the best corridor performance over the study period (2008 to 2020).
- Alternative 4A and 4B provide a reasonable corridor level of service over the study period.

Discussion of Reversible Lane Alternatives

For both reversible lane alternatives (Alternatives 4A and 4B), the difference between the peak and off-peak direction differs markedly. Land use development patterns may impact the success of these alternatives in the future. The peak direction is sufficiently accommodated through 2020 by the two reversible lane alternatives being considered; however, the off-peak direction may not be sufficiently served in 2014 depending on the level of congestion deemed tolerable by Park City.

Alternative 4B does not function well as a dedicated HOV/bus facility. If the HOV/bus lane is placed in the outside lane, the necessary HOV pavement markings would still be present during off-peak hours even though only one general purpose lane is available. This would create driver confusion and a potentially unsafe condition. If the HOV/bus lane is placed in the reversible lane, this problem is solved, but another is created when buses or carpools are forced to merge into the general purpose lane at Old Dump Road to access the park and ride facility. Merging into the general purpose lane would increase the travel time for vehicles using the Park-and-Ride facility.

Transportation Demand Management

Table 3: Percentage of Traffic Volume Reductions Based on TDM

	2008		2014		2020	
	A.M. Peak	P.M. Peak	A.M. Peak	P.M. Peak	A.M. Peak	P.M. Peak
Existing (Baseline)	0%	0%	N/A	N/A	N/A	N/A
TDM	5%	5%	16%	10%	23%	13%
TDM with HOV Lane	6%	6%	20%	12%	29%	17%

TDM Policy Considerations

The alternatives outlined above include options for incorporating HOV lanes along SR-248. These alternatives would capitalize on the 750-space Park-and-Ride lot located at Quinn’s Junction and planned to open in 2009. HOV lanes would accommodate buses, carpools, shuttles, and any other vehicle carrying more than one person.

To make these alternatives function most effectively, Park City Municipal officials need to consider an aggressive and comprehensive citywide travel demand management (TDM) strategy to make the use of the Quinn’s Junction Park-and-Ride lot more attractive than driving a single-occupant vehicle.

By 2014, these strategies are suggested for implementation:

- Maintain 15-minute transit headways.
- Work with UTA to implement express bus service between Park City and Salt Lake City.
- Form a transportation management association (TMA) for downtown businesses and employers. TMAs typically work with businesses, schools, and other organizations to reduce traffic congestion, increase mobility and access, and educate the public on alternative transportation options.
- Form a TMA for ski resorts and hotels to evaluate employee and visitor transportation options. Options include offering incentives such as reduced rate ski passes for utilizing the Park-and-Ride lot.
- Limit new parking construction citywide, especially in the downtown area.
- Through the zoning and permitting process, reduce the parking requirement for downtown development/redevelopment efforts in exchange for a commitment from businesses to have their employees

park at the Park-and-Ride lot. A shuttle service or Park City transit service would provide transportation for those employees into Park City.

- Require ski area employees to use the Park-and-Ride lot for parking.
- Increase downtown employee parking rates at China Bridge and other potential downtown parking so that downtown employees utilize the Park-and-Ride lot.
- Develop a marketing campaign aimed at tourists visiting Park City that promotes the use of transit.
- Continue to subsidize employee vanpools for Park City Municipal employees.
- Work with major employers to enhance UTA's vanpool usage.
- Add enclosed bicycle lockers at the downtown transit center to encourage bicycle transportation in the city.

By 2020, these strategies are suggested for implementation:

- Decrease transit headways to ten minutes.
- Place variable message signs on I-80 and US-40 indicating the real time status of downtown parking (i.e., "China Bridge Parking FULL") and providing directions to the Park-and-Ride lot. This would be especially valuable during special events such as Sundance.
- Allow for and actively encourage commuter services at the Park-and-Ride like coffee stands, dry cleaning shuttles, and day care shuttles.
- Provide real time transit information at the Park-and-Ride lot (i.e., "The next bus to Park City Main Street will arrive in four minutes").

In addition to considering the TDM policies outlined above, Park City will evaluate SR-248 access management strategies SR-248 that could be incorporated during final design.

Alternative Entry Corridors

In addition to SR-224, SR-248, and Guardsman's Pass, an analysis was undertaken to identify gateway corridors that could be used to provide congestion relief and additional access into Park City. The following is a description of the three alternatives considered and a discussion of the pros and cons of each.

Rail Trail

The existing Union Pacific Rail Trail is a 30-mile (approx.) trail, extending from the Prospector area of Park City to Echo Junction near Coalville and travels along an old railroad route. The Union Pacific Rail Trail State Park is open to all non-motorized traffic but is used primarily by mountain bikers. Park City has jurisdiction over the first 0.2 miles where the Rail Trail intersects the east side of Bonanza Drive slightly north of Lower Iron Horse Loop. An evaluation was undertaken to determine if a bus rapid transit (BRT) system could be constructed within the rail trail to provide transit service between the future Park-and-Ride lot at Richardson Flat and the Park City Transit Center.

BRT is a relatively new technology being used around the world to provide the best features of light rail (e.g., high frequency, reliability, speed, and high capacity) with the flexibility and cost advantages of using a rubber-tired vehicle. Typical features of a BRT system include the following:

- BRT vehicles operating in exclusive lanes
- Stations similar to light rail with canopies, platforms, and public art
- Pre-pay before boarding to save time
- Multiple doors for quick entry/exit
- Communication between BRT vehicles and signalized intersection
- Priority at signalized intersections
- Intelligent transportation systems used to track vehicle locations, control traffic signals, and provide vehicle arrival information



Within the existing rail trail right-of-way, a BRT system could be constructed between the future Park-and-Ride lot at Richardson Flat and Bonanza Drive. To access the Park City Transit Center, BRT vehicles could operate in mixed-flow traffic as they travel south on Deer Valley Drive. Between the future Park-and-Ride lot and Bonanza Drive, the existing rail trail right-of-way varies between 100 feet and 200 feet. Below are typical sections illustrating a two-lane BRT system within this segment. The preliminary design for this alternative entry corridor is included in Appendix C. It should be noted local policies and legal issues related to the dedication of BRT lanes within the rail trail would need to be resolved before this option could be implemented.

Figure 5: Section A-A (Western End of Rail Trail Adjacent to White Pine Touring)

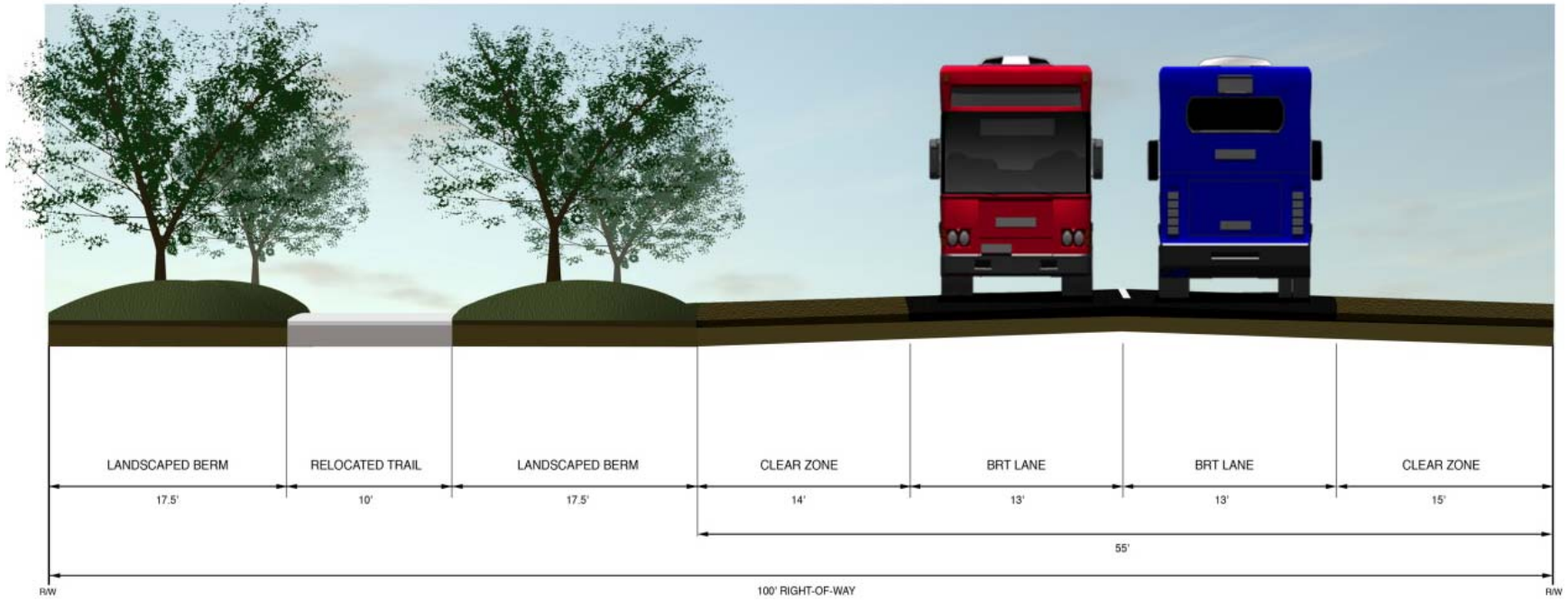


Figure 6: Section B-B (South of Gold Dust Lane)

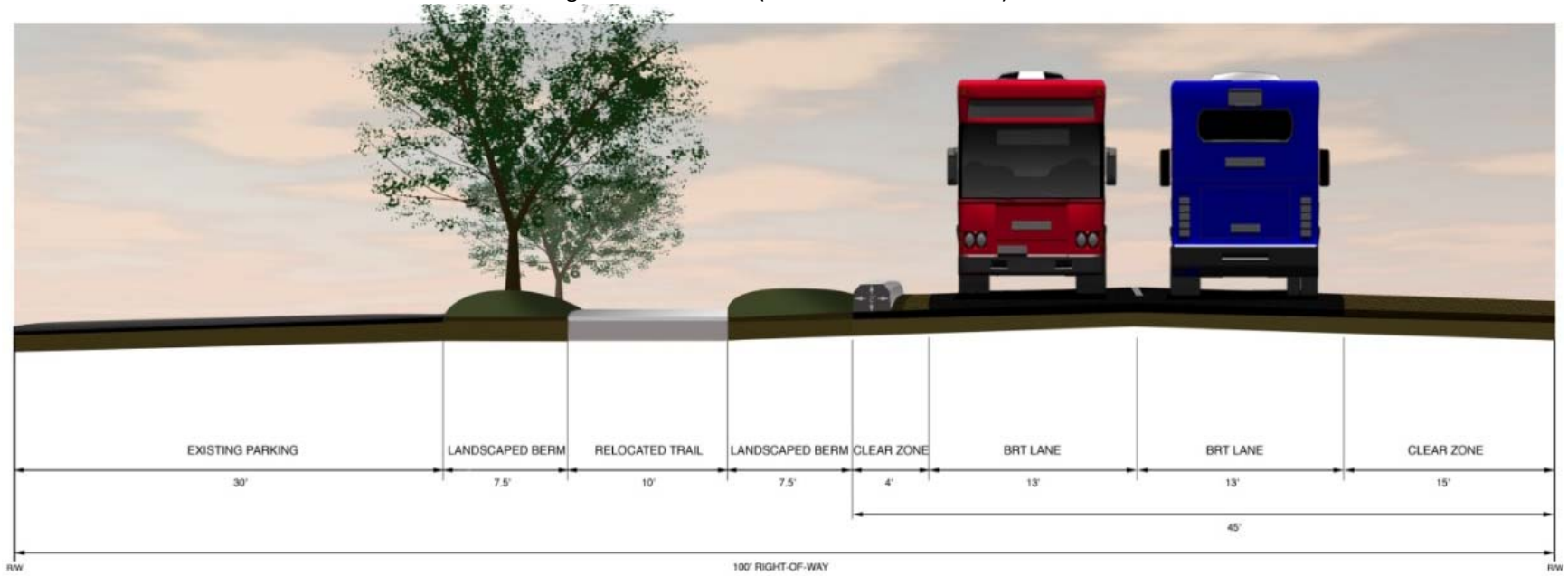
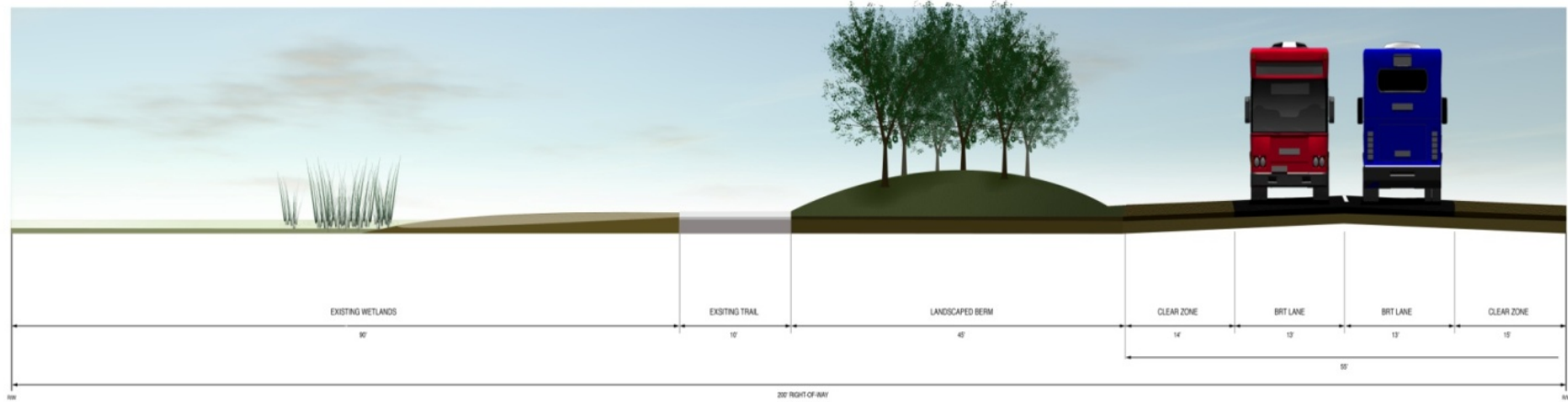


Figure 7: Section C-C (Approximately Half Way Between Bonanza Drive and the Park and Ride)



As an alternative to constructing two 13-foot BRT lanes within the rail trail corridor, a single lane with bus pullouts could be used. The following is a summary of the pros and cons associated with implementing this alternative.

Pros:

- Serves the Park-and-Ride lot and future developments adjacent to US-40
- Provides increased accessibility and connectivity to the Park City Transit Center
- Creates an additional multi-modal transportation option
- Provides additional emergency access
- Supports the sustainability initiative
- Utilizes Park City's owned right-of-way

Cons:

- Rail trail is a Section 4(f) resource (if federally funded)
- May require the relocation of approximately 1.34 miles of rail trail
- May require the piping of a one-mile segment of Poison Creek

Deer Hollow

Deer Hollow Road provides access from the south east portion of Park City to US-40 and is located within the boundaries of Wasatch County. This is currently a paved two-lane road that passes through the private gated community of Deer Crest and is adjacent to Deer Valley Resort. The following is a summary of the pros and cons associated with utilizing this road as a gateway corridor into Park City.

Pros:

- Provides an additional gateway corridor
- Provides additional emergency access

Cons:

- Currently under jurisdiction of Wasatch County
- No existing Park City owned right-of-way
- Does not promote multi-modal transportation use
- Allows visitors to access Deer Valley without passing through Park City
- Only a two-lane road and is not striped
- Potential community impacts/opposition

Wyatt Earp

The Wyatt Earp Bypass alternative was originally discussed in the *Parking and Circulation Master Plan for the Park City High School Report* (InterPlan 2006). Implementation of this alternative would require constructing a one-lane bypass road from the north side of SR-248 at Wyatt Earp to Lucky John Drive (approximately 0.59 miles). The following is a summary of the pros and cons associated with implementing this alternative.

Pros:

- Reduces the traffic volume on SR-248 in front of the High School (estimated at about 2,400 vehicles per day)
- Avoids impacts to school campuses
- Avoids impacts to recreational areas

Cons:

- Does not create an effective additional gateway corridor
- Alignment winds through residential streets to SR-224
- Does not promote multi-modal transportation use
- New right-of-way would be required
- Additional signal may be needed on SR-248

Chapter 3: Environmental Scan and Carbon Analysis

This section discusses the environmental and carbon impacts of the four conceptual roadway alternatives proposed for SR-248 in Park City.

Environmental Scan

An environmental scan of the project area was undertaken to identify any potential impacts associated with roadway improvements along SR-248. The following is a summary of the findings:

- *Cultural Resources:* The Park City Historic Preservation Board list indicated there is a historic property (a barn) located at 2780 Kearns Boulevard.
- *Section 4(f) Resources:* The Union Pacific Rail Trail is located adjacent to SR-248 and is considered a Section 4(f) resource.
- *Hazardous Waste Sites:* A Utah Department of Environmental Quality search indicated there are two superfund sites (i.e., Richardson Flat and Silver Maple Claims) and four LUST sites located within the study area.
- *Land Use:* BLM land is located adjacent to SR-248 on the south side.
- *Floodplains:* The study area is located within a 100-year floodplain.
- *Water Quality:* The impaired stream Silver Creek runs parallel to SR-248 on the south side.
- *Wetlands:* Freshwater emergent and freshwater forested/shrub wetlands are located along a portion of Silver Creek, which runs along the south side of SR-248.
- *Visual:* Potential for impacts associated with constructing an overhead gantry for reversible lane alternatives.

Carbon Impact Analysis

The following is a summary of the estimated annual carbon savings associated with implementing the four conceptual roadway alternatives being considered. This analysis was prepared using a methodology that considers the following factors:

- An average fuel economy (miles per gallon)
- The carbon impact of traffic stops and starts
- Variable trip lengths for vehicles along the length of SR-248 (Park Avenue to US-40)
- The impact of travel delay and idle time
- Carbon emissions of fuel consumed per gallon

Table 4: Carbon Impact Analysis

Alternative		Traffic		Fuel Used (Gal)	Annual Carbon Savings (Tons)*
		A.M. Peak	P.M. Peak	A.M. & P.M. Peak Combined	
2008	Existing (Baseline)	1632	2168	808.4	N/A
2014	Alt 1: No-Build	1371	1951	1930.4	**
2014	Alt 2: Four Lane	1371	1951	1821.2	278
2014	Alt 3: Four Lane with HOV (Within Existing Footprint)	1306	1908	1369.2	1430
2014	Alt 4A: Reversible Lanes from Wyatt Earp Way to Old Dump Road	1371	1951	1529.2	1022
2014	Alt 4B: HOV Reversible Lanes from Wyatt Earp Way to Old Dump Road	1371	1951	1535.6	1006
2020	Alt 1: No-Build	1257	1886	2402.0	**
2020	Alt 2: Four Lane	1257	1886	1991.6	1046
2020	Alt 3: Four Lane with HOV (Within Existing Footprint)	1306	1799	1528.8	2225
2020	Alt 4A: Reversible Lanes from Wyatt Earp Way to Old Dump Road	1257	1886	1871.6	1351
2020	Alt 4B: HOV Reversible Lanes from Wyatt Earp Way to Old Dump Road	1257	1886	1871.6	1351

* Carbon savings is based on a comparison between the No-Build and Build Alternatives for each given year.

** The No-Build Alternative assumes the incorporation of TDM policies previously outlined, which alone are expected to yield a carbon savings of approximately 13 to 29% in 2020; this percentage was determined by comparing the No-Build with the existing conditions.

Summary points from the carbon savings analysis include the following:

- Alternative 3 yields the greatest carbon savings.
- Alternative 2 offer minimal savings over early years with improved savings in later years.
- Alternatives 4A and 4B offer significant carbon savings in the early years with little savings growth as time passes.

Chapter 4: Final Recommendation

Final Recommendation

After reviewing the results of the study, two alternatives were carried forward for additional consideration: Alternative 3—Four Lane with HOV Lanes (Within existing footprint)—and Alternative 4A—(Reversible Lanes from Wyatt Earp Way to Old Dump Road. Both alternatives would widen the existing facility to four lanes, two in each direction, from Park Avenue to Wyatt Earp Way and again from Old Dump Road to US-40. However, the alternatives differ in the area between Wyatt Earp Way and Old Dump Road. In Alternative 3, the available 57.4 feet of space between the existing guardrails/barriers would be used to accommodate four 11-foot lanes and two five-foot bike lanes. Alternative 4A uses the existing 57.4 feet between the guardrails/barriers to provide two 12-foot general purpose lanes, one 14-foot reversible general purpose lane, and two 9.7-foot shoulders/bike lanes.

The alternative recommended is Alternative 3—Four Lane with HOV Lanes (Within Existing Footprint). This alternative is less expensive than Alternative 4A (due to the cost of installing overhead gantry structures for the reversible lanes); it better serves Park City's desire to accommodate bus/HOV lanes from the Park-and-Ride lot at Richardson Flat (whereas 4B would only provide approximately one mile of HOV lanes between Wyatt Earp Way and Old Dump Road); and it is more easily converted to a facility with four general purpose lanes should the need arise in the future. The extra signing cost of the Reversible Lane Alternative produces no real advantage over the Four Lane with HOV Alternative except for the addition eight-foot shoulder for breakdowns. The eight-foot shoulder versus a five-foot shoulder is not a real advantage to cyclists, especially if the shoulder is striped as a bike lane. Alternative 3 has an additional benefit: if the directional split between SR-248's eastbound and westbound lanes evens out as land use development patterns change, both the eastbound and westbound dedicated HOV/bus lanes would still serve carpoolers and buses in both directions.

A conceptual layout of Alternative 3 is included in Appendix C.

Next Steps

The following is a list of steps needed for implementing the recommended alternative and the year in which these steps should occur:

- Park City/UDOT approval should be attained (2009)
- UDOT should obtain environmental clearance (2009)
- A funding source should be identified (2009)
- UDOT should place the project on the STIP (2009)
- UDOT should undertake engineering and design (2009 – 2010)
- UDOT should provide ongoing public involvement activities (2009 – 2010)
- UDOT should begin project construction (2010 – 2011)

Chapter 5: References

Interplan Co. 2008. *SR-248 Corridor Study*. Report prepared for Park City. April.

[USDOT] U.S. Department of Transportation. 2002. *Rails-with-Trails: Lessons Learned (Literature Review, Current Practices, Conclusions)*. August.

Appendix A: Public Input Summary

Summary of Public Comments

The SR-248 project team conducted an open house on September 30, 2008 from 5:00 to 6:30 p.m. at the Shadow Ridge Hotel. Large plots and cross sections of alternatives were presented.

Open House attendees were asked to participate in an exercise in which they placed a red dot on the alternative of their choice. The results for the dot exercise are as follows:

- Reversible Lane (14)
- Four Lanes—Full Widening (1)
- Four Lanes—Minimal Widening (5)
- HOV/Bus Lanes (2)
- Other (Travel Demand Management) (1)

Comment forms were provided at the open house and on the website (www.sr248parkcity.com). A total of 21 forms were received as of Oct 6, 2008. Below is a summary of the comments received.

1. In which community do you live?
 - Park City (12)
 - Kamas (5)
 - Midway (4)
 - Salt Lake Valley (1)
2. How often do you travel along SR-248?
 - 0–1 days/week (4)
 - 2–3 days/week (2)
 - 4–5 days/week (7)
 - 5+ days/week (9)
3. Which of the following would best describe you?
 - Commuter (5)
 - Resident (11)
 - Business Owner (6)
 - Recreational User (2)
 - Developer (1)
 - Employee at business along SR-248 (5)
 - Other (3)
 - i. Travel to Home Depot
4. What best describes why you utilize the SR-248 corridor?
 - Local trips (15)
 - Exercise (4)
 - Bicycling (5)
 - Recreational Access (6)
 - Trail Access (2)
 - Other (3)
 - i. Resident of Prospector Park
 - ii. Client access
 - iii. Business
5. Which of the following issues concern you along the SR-248 corridor?
 - Traffic Congestion (13)
 - Safety (13)
 - Noise (6)
 - Air Quality (10)
 - Water Quality (3)
 - Pedestrian and Bicycle Access/Trails (10)

- Community Impacts (8)
- Aesthetics (6)
- Visual Impacts (5)
- Construction Impacts (3)
- Other (1)
 - i. Poor management by government
- 6. Do you have any comments regarding each alternative?
 - **48 comments**
 - Reversible Lane
 - i. Positive (13)
 - I feel that this option is the least impact to the residents. I would like to see the center lane an HOV lane. There is already no left hand turns westbound in the morning.
 - Preferred at this time.
 - Best option for the time being.
 - Best do [it] so you don't increase lanes, noise
 - My favorite idea, but I think there should be a four-lane [road] after Comstock going into town.
 - My preferred option, keep/add bike lanes. Consider controlling left turn movements closer to SR-224. Keep lane widths narrow to slow people down. Seattle and Vancouver have excellent examples to see.
 - Like it on the face of the idea. It is imperative that the Park and Ride be easy to use or people won't use it. The lane should start just west of that intersection. Also, a hybrid of models: five lanes from SR-224 to Aspen Villas, a reversible lane from there to SR-40.
 - Best of the four alternatives. Would like to see encouragement to use Park and Ride, public transit, plus carpooling.
 - Least cost. Implement immediately.
 - Do this right away.
 - This should be done now, but full widening with HOV lane is the ultimate goal.
 - Initially the best plan. Interim solution.
 - Great solution, please limit to rush hour to prevent accidents/confusion late at night.
 - ii. Negative (1)
 - Short-term fix
 - Four Lanes—Full Widening
 - i. Positive (3)
 - 1995 plan.
 - Only if necessary in ten to twenty years.
 - Preferred solution.
 - ii. Negative (4)
 - OK, except too much construction required.
 - Wors[t] idea.
 - Don't like until necessary.
 - Wider roads mean higher speeds, not as safe for pedestrians and bikers. Should incorporate planted medians to help slow people down.
 - Four Lanes—Minimal Widening
 - i. Positive (4)
 - If the reversible lane doesn't work then try this option.
 - This is the best and should be continued all the way to Sidewinder Drive.
 - Better than others.
 - Better idea.
 - ii. Negative (2)
 - OK, would require less [construction] than [option] B.
 - High speed traffic needs center separation.
 - HOV/Bus Lanes

- i. Positive (6)
 - Also a plus.
 - Fine, but . . .
 - Would it make sense for the reversible lane to be HOV, effectively making it a cross of three proposals?
 - Focus on this for five years from now.
 - This is the best long-term solution. Park City is going to need to accommodate Wasatch developments near the lumber store.
 - Only if we go the way of Zermatt, Switzerland—traffic free!
 - ii. Negative (4)
 - Bad idea!
 - I'm not sure how functional these lanes would be for such a short distance.
 - Also great, but don't think it would work.
 - Unrealistic.
 - iii. Unsure (1)
 - Not sure.
- 7. Do you have any additional ideas for solutions?
 - **11 comments**
 - I feel that a reversible HOV Lane would reward people for trying to help with the solution. Widening the road will just bring more cars and make the backup of traffic happen at another point.
 - Wherever not required, use raised islands to replace unused turn lanes. Objective: narrow road for traffic calming.
 - Reversible now!
 - Park and Ride; lane for turning [in]to schools.
 - Five lanes between Bonanza and Comstock including a turn lane. Incorporate a reversible lane after Comstock.
 - Work with the City and County to encourage bike commuting and walkability. It will be much more effective if it's encouraged on a regional basis. Emphasize the Park and Ride, and work with resorts and major employers to make this as convenient as possible for the user. Otherwise, it won't be used.
 - The lights at Comstock need re-programming. It favors Comstock over SR-248. In the morning, turning off Comstock should be right-turn only. The light for SR-248 should never turn red. Too many people are dropping kids off at school.
 - Need to address Bonanza. Is it possible to incorporate better access to Deer Valley Blvd. through the NOMA redevelopment project?
 - Trucks with four or more axles should be restricted from using SR-248 during peak hours. They should be fined to encourage this.
 - Road up from Midway and down Empire; Old Ranch Road; trams from Midway and Salt Lake City!
 - Minimize additional signal lights; synchronize lights to keep traffic moving, pedestrian bridge or tunnel at school crossing for safety/greater capacity.
- 8. Do you have additional comments, questions, or suggestions?
 - 10 comments
 - The real solution is to change the way people commute.
 - Good study—multiple options to consider.
 - Well done! Thanks.
 - Get this done—ASAP.
 - Thank you for addressing this. But realistically, compared to other areas is it that long to sit in traffic if you are commuting in?
 - Thank you for considering minimal impact for a solution that will serve the next seven to ten years. We appreciate your service to the community.
 - Will be underground cross for school.
 - I'm very concerned about the highway impact on our Park City community, access to schools from Prospector Area. Basically, I feel that if the SR-248 road were not widened, commuters would be forced to get creative and use other travel means or have flexible work hours, etc., or carpool, etc.
 - Thanks.
 - A bike lane separated from traffic by a rumble strip is essential.

Comment	Date	Method
[Reversible lane] I feel that this option is the least impact to the residents. I would like to see the center lane an HOV lane. There is already no left hand turns westbound in the morning.	September 30, 2008	Public Comment
[Reversible lane] preferred at this time.	September 30, 2008	Public Comment
[Reversible lane] best option for the time being.	September 30, 2008	Public Comment
Best do [reversible lane] so you don't increase lanes, noise	September 30, 2008	Public Comment
[Reversible lane is] my favorite idea, but I think there should be a four-lane [road] after Comstock going into town.	September 30, 2008	Public Comment
[Reversible lane is] my preferred option, keep/add bike lanes. Consider controlling left turn movements closer to SR-224. Keep lane widths narrow to slow people down. Seattle and Vancouver have excellent examples to see.	September 30, 2008	Public Comment
Like it [reversible lane] on the face of the idea. It is imperative that the Park and Ride be easy to use or people won't use it. The lane should start just west of that intersection. Also, a hybrid of models: five lanes from SR-224 to Aspen Villas, a reversible lane from there to SR-40.	September 30, 2008	Public Comment
[Reversible lane] best of the four alternatives. Would like to see encouragement to use Park and Ride, public transit, plus carpooling.	September 30, 2008	Public Comment
[Reversible lane is] least cost. Implement immediately.	September 30, 2008	Public Comment
Do this [reversible lane] right away.	September 30, 2008	Public Comment
This [reversible lane] should be done now, but full widening with HOV lane is the ultimate goal.	September 30, 2008	Public Comment
[Reversible lane] initially the best plan. Interim solution.	September 30, 2008	Public Comment
[Reversible lane] great solution, please limit to rush hour to prevent accidents/confusion late at night.	September 30, 2008	Public Comment
[Reversible lane is a] short-term fix	September 30, 2008	Public Comment
[Full widening into four lanes, use] 1995 plan	September 30, 2008	Public Comment
[Full widening into four lanes,] only if necessary in ten to twenty years.	September 30, 2008	Public Comment
[Full widening into four lanes is] preferred solution.	September 30, 2008	Public Comment
[Full widening into four lanes is] OK, except too much construction required.	September 30, 2008	Public Comment
[Full widening into four lanes is the] wors[t] idea.	September 30, 2008	Public Comment

Comment	Date	Method
Don't like [full widening into four lanes] until necessary.	September 30, 2008	Public Comment
Wider roads mean higher speeds, not as safe for pedestrians and bikers. Should incorporate planted medians to help slow people down.	September 30, 2008	Public Comment
If the reversible lane doesn't work then try this [minimal widening into four lanes] option.	September 30, 2008	Public Comment
This [minimal widening into four lanes] is the best and should be continued all the way to Sidewinder Drive.	September 30, 2008	Public Comment
[Minimal widening into four lanes is] better than others.	September 30, 2008	Public Comment
[Minimal widening into four lanes is] better idea.	September 30, 2008	Public Comment
[Minimal widening into four lanes is] OK, would require less [construction] than [full widening into four lanes].	September 30, 2008	Public Comment
[Minimal widening into four lanes means] high speed traffic needs center separation.	September 30, 2008	Public Comment
[HOV/Bus lanes] also a plus.	September 30, 2008	Public Comment
[HOV/Bus lanes] fine, but . . .	September 30, 2008	Public Comment
Would it make sense for the reversible lane to be HOV, effectively making it a cross of three proposals?	September 30, 2008	Public Comment
Focus on this [HOV/Bus lanes] for five years from now.	September 30, 2008	Public Comment
This [HOV/Bus lanes] is the best long-term solution. Park City is going to need to accommodate Wasatch developments near the lumber store.	September 30, 2008	Public Comment
[HOV/Bus lanes will work] only if we go the way of Zermatt, Switzerland—traffic free!	September 30, 2008	Public Comment
[HOV/Bus lanes a] bad idea!	September 30, 2008	Public Comment
I'm not sure how functional these lanes [HOV/Bus lanes] would be for such a short distance.	September 30, 2008	Public Comment
[HOV/Bus lanes] also great, but don't think it would work.	September 30, 2008	Public Comment
[HOV/Bus lanes are] unrealistic.	September 30, 2008	Public Comment
Not sure [about HOV/Bus lanes].	September 30, 2008	Public Comment
I feel that a reversible HOV Lane would reward people for trying to help with the solution. Widening the road will just bring more cars and make the backup of traffic happen at another point.	September 30, 2008	Public Comment
Wherever not required, use raised islands to replace unused turn lanes.	September 30, 2008	Public Comment

Comment	Date	Method
Objective: narrow road for traffic calming.		
Reversible now!	September 30, 2008	Public Comment
Park and Ride; lane for turning [in]to schools.	September 30, 2008	Public Comment
Five lanes between Bonanza and Comstock including a turn lane. Incorporate a reversible lane after Comstock.	September 30, 2008	Public Comment
Work with the City and County to encourage bike commuting and walkability. It will be much more effective if it's encouraged on a regional basis. Emphasize the Park and Ride, and work with resorts and major employers to make this as convenient as possible for the user. Otherwise, it won't be used.	September 30, 2008	Public Comment
The lights at Comstock need re-programming. It favors Comstock over SR-248. In the morning, turning off Comstock should be right-turn only. The light for SR-248 should never turn red. Too many people are dropping kids off at school.	September 30, 2008	Public Comment
Need to address Bonanza. Is it possible to incorporate better access to Deer Valley Blvd. through the NOMA redevelopment project?	September 30, 2008	Public Comment
Trucks with four or more axles should be restricted from using SR-248 during peak hours. They should be fined to encourage this.	September 30, 2008	Public Comment
Road up from Midway and down Empire; Old Ranch Road; trams from Midway and Salt Lake City!	September 30, 2008	Public Comment
Minimize additional signal lights; synchronize lights to keep traffic moving, pedestrian bridge or tunnel at school crossing for safety/greater capacity.	September 30, 2008	Public Comment
The real solution is to change the way people commute.	September 30, 2008	Public Comment
Good study—multiple options to consider.	September 30, 2008	Public Comment
Well done! Thanks.	September 30, 2008	Public Comment
Get this done—ASAP.	September 30, 2008	Public Comment
Thank you for addressing this. But realistically, compared to other areas is it that long to sit in traffic if you are commuting in?	September 30, 2008	Public Comment
Thank you for considering minimal impact for a solution that will serve the next seven to ten years. We appreciate your service to the community.	September 30, 2008	Public Comment
Will be underground cross for school.	September 30, 2008	Public Comment
I'm very concerned about the highway impact on our Park City community, access to schools from Prospector Area. Basically, I feel that if the SR-248 road were not widened, commuters would be forced to get	September 30, 2008	Public Comment

Comment	Date	Method
creative and use other travel means or have flexible work hours, etc., or carpool, etc.		
Thanks.	September 30, 2008	Public Comment
A bike lane separated from traffic by a rumble strip is essential.	September 30, 2008	Public Comment
<p>I do not believe that the number of ADT's flowing into and out of SR-248 have reached the levels to create a failing situation that merits the costs and other negative impacts that would result from the construction of a 4 lane roadway. Moreover, in certain situations, the negatives of expanding a roadway, outweigh the benefits of increased traffic flow. Unique factors, including that the short roadway in question meanders through a residential neighborhood and 3 schools, I believe creates this situation where the negatives of expansion are potentially great, and the benefits likely nominal or unnecessary.</p> <p>The best advice you could offer is: do nothing – this isn't a major problem, it is a minor inconvenience.</p> <p>Thank you. Margaret Hyatt Resident: Park City, Utah Hyatt & Grosse Attorneys At Law Margaret Grosse Hyatt, Esquire P.O. Box 0770-PMB 275 1776 Park Ave. #4 Park City, UT 84060-0770 mgh@hyattlaw.com Fax: 435-604-0588</p>	October 09, 2008	Email
<p>Randy, I hope that this meeting can be broadcast live as it is so important that the final outcome will be somewhat permanent. Call in Q & A may be good as well. Maybe UDOT will have the insight to have a few public meetings and provide conceptual proposals for review as they are available. I do not have Tina's email address; please forward to her or whoever will provide live broadcast consideration. I hope that the Wasatch County Commission has been invited as there is so much increased density in Wasatch Co. coming down the pike. Promotion of write in ideas would be good for those that will be unable to attend. UDOT & Park City are conducting a study on SR 248 (Kearns Blvd) to identify long-term, sustainable transportation solutions for the corridor. The public is invited to attend an open house to view alternatives & Provide comments. The meeting will be held on Tuesday, September 30 at Park City Shadow Ridge Resort Hotel 50 Shadow Ridge Road (Located in the PCMR parking lot area) from 5-6:30 pm. For more information contact Randi, Public involvement Manager, at 801-290-5798 or via email at sr-248@hwlochner.com</p> <p>As always, Thank you for all that you do for this community and the</p>	September 28, 2008	Email

Comment	Date	Method
<p>listening audience.</p> <p>Steve Gibson</p>		
<p>Randi:</p> <p>Is there an electronic presentation available that outlines the current thinking of DOT regarding the SR 248 issues and possible resolutions that people can comment on?</p> <p>Larry Newhall 435-225-0976 (m)</p>	October 02, 2009	Email
<p>Randi:</p> <p>Thank you for giving me an opportunity to give you input. I have reviewed the information contained on the link you provided.</p> <p>My family and I travel sr 248 20+ times per week during the “rush” hours and in off peak times. We have been on 248 when emergency vehicles have tried to get by, during snow and rain, and have competed for space with both animals and bicyclists. It would seem to us that the four lane option, while probably initially the most expensive, would be best from a long term and safety perspective. The traffic light options presented, coupled with the unfortunate addition of the new crosswalk traffic light at the high school (we still don’t understand why a footbridge wasn’t done) will just add to the traffic and add to some of the safety issues, especially during the winter time. The park & rides may keep the traffic growth down below currently projected levels, but growth will still occur.</p> <p>Food for thought and thanks for listening.</p> <p>Larry Newhall 435-225-0976 (m) 435-654-1428 (h)</p>	October 03, 2008	Email
<p>My comment on the two options currently being proposed:</p> <p>I do not think there is a need for two HOV lanes. If there were adequate and easy-to-use shuttle buses going from the Park n’Ride area, traffic could be reduced. Having a bike lane would be a good idea. At this point, the reversible lanes offer the best option, with additional measures taken to reduce the impact of traffic around the schools during peak periods.</p> <p>One of the most important considerations that the study needs to consider is the presence of migratory corridors at this location. Round Valley is a critical habitat for area wildlife, and they need to be able to cross this road for water. The City needs to consider either an overpass or underpass to accommodate the wildlife in this area. Statistics indicate many wildlife fatalities on this stretch of road due to animal-vehicle</p>	February 05, 2009	Email

Comment	Date	Method
<p>collisions, and safety of our visitors and residents should be a primary concern.</p>		
<p>To whom this concerns,</p> <p>I prefer the plan for utilizing reversible lanes. This worked well down in SLC on I-80 the last year or two.</p> <p>Another item that I would urge you to consider is the protection for animals that will continue to cross the road. The folks at the Wildlife Protection Society in Park City have been wisely reminding the general public that animals need to cross for food &/or water and for migration as well as mating season. It seems to me that the steep hill at Round Valley that comes right down onto 248 would lend itself very well for an overhead animal crossing so that they could safely cross the busy highway. A "Land" style bridge of this sort is very common in other areas of the country and in Canada, and with proper design and funeling or mitigation efforts the animals would eventually learn a new habit for their movements in that part of the mountains.</p> <p>Thanks for considering my thoughts.</p> <p>Doug Koehler</p>	<p>February 05, 2009</p>	<p>Email</p>
<p>I know that I missed the Feb. 10 deadline for comments, but perhaps someone will care about my opinions anyhow. I like the idea of using the existing roadbed and having a reversible lane. I don't like the idea of having one lane dedicated to buses and HOV only. There will be only one bus ever 10 to 20 minutes, and the vast majority of vehicles will be banned from the HOV lane. In other words, I believe that the HOV lane will be mostly unused and should instead be open to all traffic.</p> <p>Construction of an overpass or tunnel for school crossing(s) and elimination of the 20 mph zones will help tremendously, I believe.</p> <p>SR 248 should be widened to four lanes in both directions east of Highway 40. It is dangerous pulling out onto 248 when the traffic is coming out of Kamas at 80 mph. With new housing developments being constructed on the Jordanelle Reservoir the traffic is bound to become worse. I would recommend reducing the speed limit to 55 mph (vs. the current 65 mph). Whatever the limit, it needs to be enforced.</p> <p>Thank you for considering my comments.</p> <p>Paul Wisniewski Deer Mountain</p>	<p>February 18, 2009</p>	<p>Email</p>
<p>This issue isn't just about traffic congestion, but our quality of life.</p> <p>MOUNTAIN LIVING: I live on Doc Holliday Drive backing up to Kearns Blvd with my</p>	<p>February 7, 2009</p>	<p>Email</p>

Comment	Date	Method
<p>husband and two young children, and we understand fully that 248 is widely used and can become congested at certain times. But what's happening to our small community? Do we want to become a city with four lanes of highway running through our town that can't handle the traffic or the parking? Just because more and more people choose to commute into Park City doesn't mean that as a community we should destroy everything that is Park City; slower pace, better place.</p> <p>CHANGING MINDSET: Why aren't we focusing on everyone having a little patience and understanding. Park City is small community and if you choose to commute into Park City then you need to have compassion for our lifestyle. Kearns is already too busy. I think the reason we have all this traffic on 248 isn't because everyone is commuting from East of Park City, but simply because we have opened another gateway into our town via 248. Let's consider changing people's mindset about driving into our neighborhoods. By making a commuter lot east of town near 40, using the current center lane as reversible during peak hours for the City Bus only. Maybe then, commuters will think twice about using 248 and instead commute on 224 or use the commuter bus. Hwy 224 doesn't affect families, homeowners and the quality of life. This is the main corridor into town and should be looked at once again.</p> <p>CARBON FOOTPRINT: Why are we welcoming more vehicles to drive into our mountain town? Aren't we trying to lessen Park City's carbon footprint? Isn't the city working hard on being green via wind power, slow the flow, bio diesel and even a future website to help homeowners see their impact? What a mixed message.</p> <p>SAFETY: As a parent of two young children, we have three schools directly on SR-248 and I certainly don't want to see more vehicles near the schools. This only presents an opportunity for more speeding and possible increase in our children getting injured. As it stands now, Kearns is a difficult road to cross and with more lanes it will only become more hazardous. Splitting our schools and neighborhoods with a four-lane highway is never a good or safe idea.</p> <p>PROPERTY VALUES: During this economic time property values are plummeting and a four lane highway will only lessen the value of these homes that we have all worked so hard to call home. As a homeowner, we would seriously consider moving. I certainly don't want to listen to more traffic noise when I'm in my backyard playing with my children or have to close my windows during the summer months.</p> <p>FOOD FOR THOUGHT: If the only option is to increase the number of lanes then here's an idea, why don't you take 248 underground and make it a tunnel from 1-40 past the High School? Then you can have your four lanes, turn Kearns into a huge park so kids and parents feel safe sending their children to school. It would be a beautiful asset to this wonderful town, serve the future commuting needs, be eco-friendly, and create a safe haven for our kids on their trek to school. I know this would be costly, but I have seen other expensive traffic projects built and torn down because they didn't work.</p>		

Comment	Date	Method
<p>The expense of widening the lanes, adding signage, and patrolling the HOV lanes among other requirements is also expensive and not a guarantee.</p> <p>I don't have the perfect solution to this congestion issue, but as a citizen of Park City, a homeowner and a parent I am AGAINST adding lanes.</p> <p>That's my two cents for whatever it's worth. Thank you for taking the time to read my concerns and suggestions and I sincerely hope you will think of the parents, homeowners and Parkites that you will be affecting.</p> <p>Best regards, Michelle Rayner</p>		
<p>As a long-time Park City resident, I strongly favor the four-lane option that would remove the planted median. That median is a complete waste of space in a very congested part of town. It is impossible to get through there during a daily rush. It would also be a much better long term solution, lasting until 2020 projected.</p> <p>I don't think the 3-lane HOV option is very viable, but possible.</p> <p>Either way... PLEASE remove the medians to allow proper traffic flow. They are ugly and a complete waste.</p> <p>- Brad</p> <p>Bradford Smith Operations Manager - Skullcandy, Inc. brad@skullcandy.com (435) 214-3132 – direct (801) 361-3842 – mobile</p>	<p>February 15, 2009</p>	<p>Email</p>
<p>4 lanes unrestricted is the best solution. The reversible lane would not work well: the required lights are not aesthetically pleasing in Park City and should be avoided.</p> <p>Regarding the bike lane: there must be a minimum of 5 feet of rideable surface and there should not be any grates or other irregular features in the bike lane. The current storm drain grates are unacceptable as they sit 3 to 4 inches below the grade and are a hazard.</p> <p>There is also a problem with rumble strips in the bike lanes. These rumble strips can cause loss of control or damage to the bicycle. There should be a minimum of five feet of undisturbed pavement beyond any rumble strip, if installed. The bike lane is not truly rideable if it is interrupted by drainage grates, utility covers that are not flush, or rumble strips.</p> <p>William Thompson PO Box 1942 Park Cit, UT 84060</p>	<p>February 20, 2009</p>	<p>Email</p>
<p>Let's get the 4 lanes going. But having the two lanes exclusively for HOV all the way through will not accomplish anything. It will just be more frustrating to see a lane available and not be able to access it while you sit</p>	<p>February 20, 2009</p>	<p>Email</p>

Comment	Date	Method
<p>stuck in traffic.</p> <p>If you notice the traffic coming into town in the morning, the thing that backs up traffic is all of the people taking their kids to school. If they would make their kids ride the bus – hmmm, now there’s an idea for HOV! There would be way less traffic if these parents would make their kids carpool....aka, ride the bus!</p> <p>Thank you for your response. I did hear a bit of how the public comment meeting went on KPCW. I really can’t believe that some of the Prospector residents were trying to propose that no Park City residents could come in to Park City without riding the bus. I wonder how many of them get in their cars to take their kids to school, or EVER ride the free public transportation provided throughout Park City. If it is going to double my commute time to come in to Park City, I might as well travel to Salt Lake City in the same amount of time and earn more \$\$\$. I work in Park City for the lifestyle contribution – not the \$\$\$.</p> <p>Thanks for hearing some of us that HAVE to commute into Park City to work.</p> <p>Thanks,</p> <p>Tonya Sweeten Meeting & Convention Sales Manager Park City Convention & Visitors Bureau P.O. Box 1630 Park City, UT 84060 TEL 435.658.9607 Direct FAX 435.649.4132 www.parkcitymeetings.com</p>		
<p>I think the 4 lane with HOV is the most practical. The only suggestion I would add is the redoing of the 2-lane road from east on Monitor to Comstock as a 4-lane road also. Otherwise you will still have a bottleneck from 4 lanes to 2 and then back to 4. Makes no sense. As far as the traffic calmers at Wyatt Eurp are concerned, they will only be valuable if they have dedicated left turning lanes as part of the equation. Other wise you have another bottleneck after 9:00am. I believe that the pedestrian crossing for the LDS Seminary should be removed as part of the tunnel project. Why have it if there is a tunnel, it will just be another hindrance to traffic flow. I also do not feel that access to a private church function should be part of a public right of way.</p> <p>Roger Strand</p> <p>667 White Pine Court</p>	<p>February 07, 2009</p>	<p>Email</p>

Summary of Stakeholder Committee Meetings

First Stakeholder Committee Meeting

When: September 9, 2008

Where: Park City High School, Park City, Utah

Time: 1:00 P.M. to 2:30 P.M.

Attendees:

- Kim Mayhew, Deer Valley
- Carol Potter, Mountain Trails
- Jenni Smith, Park City Mountain Resort
- Mark Fisher, NoMa
- Adam Strachan, Planning Commissioner
- Kenzie Coulson, Sundance
- Stephen Oliver, Park City School District
- Kent Cashel, Park City
- Laynee Jones, Project Team
- Randi Shover, Project Team
- Gene Cline, Project Team
- Andrea Olson, Project Team

The following are comments captured during the meeting regarding the alternatives under consideration.

Reversible Lane:

- Will safety still be an issue if/when center median is removed?
- Advantage of reversible lane—takes less ROW
- Should four-lane section be extended from Bonanza to Comstock?
- Westbound morning traffic driving in right shoulder anticipating right turn at driveways before Comstock. Can right turn lane be extended to east to accommodate this? (Super right turn lane)
- Incorporate consideration of pedestrian underpass at Comstock (this will be included as part of this study)
- Underpass at Comstock: line up with access to soccer fields? Proposed sidewalk on Comstock?
- Reversible lane alternative seems like “Band-Aid” and will not be sufficient in the long term
- UDOT is recognizing the need to work within existing ROWs
 - Park City is a good community to try innovative approaches

Bus/HOV Lane:

- Requires more or larger footprint
- Is enforcement of HOV/SOV an issue?
- There will need to be political will to keep lanes HOV/bus only
- Includes 8' shoulders to accommodate bicycles
 - Some areas exclusive to bikes
 - Other areas bike/breakdown lane would be shared
- Near Park Lane, travel lanes narrow to 11'
- Can bus/HOV lanes be separated from general purpose lanes with barriers? Side-by-side
 - Would be wider ROW for barriers
- Who pays and when
 - Can Park City pay for band-aid until UDOT pays for full four-lane section?
- Could improvements be phased?
 - Reversible lanes = phase 1
- Timing of phases
 - When would improvements be implemented?

- ♦ Short-term improvements possible next winter – depending on funding('09 – '10)
- Bus improvements
- Public opposition will be “fierce” on four-lane alternative
- Less opposition to reversible lane
- Could rail trail be used as bus lane?
- Downstream impacts of ending reversible lanes/four-lane interface
- Like reversible/HOV lane
 - Less impact
 - Incentive to carpool/use transit
- For next meeting, show Bonanza improvements and “vision” road project with new intersection on Bonanza.

Queue Jump Bus Lanes

- This alternative will not work due to the length of the queues backing up at each intersection. In order for the buses to be able to jump the queue of cars, the queue jump lanes would have to extend to the previous intersection in some locations. Therefore, the queue jump lanes alternative has a similar cross section as the four lane alternative.

Next Steps

- A final committee meeting will be held following the public meeting that will be held on September 30th and prior to the update to the city council. Date is TBD.

Second Stakeholder Committee Meeting

When: January 20, 2009

Where: Park City Policy Department, Park City, Utah

Time: 3:00 P.M. to 4:30 P.M.

Attendees:

- Kim Mayhew, Deer Valley
- Carol Potter, Mountain Trails
- Adam Strachan, Planning Commissioner
- Kent Cashel, Project Team
- Laynee Jones, Project Team
- Saffron Capson, Project Team
- Gene Cline, Project Team
- Matt Cassel, Project Team
- Kevin Callahan, Summit County
- Jonathan Weidenhamer, Project Team
- Sayre Brennan, Project Team
- Roger Harlan, Park City
- Jim Hier, Park City

The project team gave an overview of the following roadway alternatives being considered for SR-248: Four Lanes with HOV Lanes (Within Existing Footprint); Reversible Lanes from Wyatt Earp to Old Dump Road; and HOV Reversible Lanes from Wyatt Earp to Old Dump Road. The following are comments captured during the meeting regarding the alternatives under consideration.

Four Lane with HOV Lanes (Within Existing Footprint)

- Concern with Four Lane Alternative having an impact on bicyclists. Laynee Jones indicated and Carol Potter agreed that there is not functionally much difference between a 5' or 8' shoulder.
 - It was suggested that the 5' bike lane on SR-248 be painted to visually separate cyclists from vehicle traffic.

- UDOT has preliminarily approved designation of the shoulder as a bicycle lane along SR-248.
- WALC is likely to recommend that a Class II bicycle facility be included on SR-248.
- Many of the cyclists can use the rail trail, which is currently being improved.
- With this alternative, broken down vehicles would block a portion of the HOV lanes.
- Induced traffic demand may result from this alternative.
- Four of the six stakeholder committee meeting attendees preferred this alternative.

Reversible Lanes from Wyatt Earp to Old Dump Road

- This alternative will require additional investment for the overhead gantry that may need to be removed in the future if a four lane section is required.
- Concern was expressed regarding reliance on UDOT to update electric signage and provide assistance with operational issues.
- Movable barriers are not applicable for a small section of roadway.
- Reversible lane alternatives are expected to fail in the future due to changes in the current directional split.
- There was public support for the reversible lane alternative at the open house meeting.
 - Reasons for support included larger bicycle lanes with this alternative and reluctance to widen to four lanes.
- It was suggested that UDOT may support this alternative as a research project.
- If HOV reversible lanes were constructed on the outside lane, there is the potential for driver confusion and unsafe conditions due to pavement markings still being present during off-peak hours even though only one lane is available.
- An HOV reversible lane in the center would create issues for buses/carpools merging to access the Park-and-Ride via Old Dump Road.

Next Steps

- The general public will be invited to provide comment on the recommended alternative at a City Council meeting on February 12, 2009.

**PARK CITY COUNCIL WORK SESSION NOTES
SUMMIT COUNTY, UTAH
FEBRUARY 12, 2009**

Present: Mayor Dana Williams; Council members Candace Erickson; Roger Harlan; Jim Hier; Joe Kernan; and Liza Simpson

Tom Bakaly, City Manager; Mark Harrington, City Attorney; Wade Carpenter, Chief of Police

1. Council questions/comments. Roger Harlan reported that he attended the Art Advisory Board meeting where proposals were reviewed for bus shelters. Mountainlands Housing Trust is providing funding for infrastructure for subsidized housing like Park Place and Holiday Village Apartments. He spoke about potential legislation that would adversely affect the Park City School District's capital funding. Liza Simpson thanked the public, Planning Commission and staff attending the Planning Commission meeting on Treasure Hill. There were about 200 members from the public; the meeting was well run with a great presentation from Katie Cattan. The public was organized, articulate and polite. She also attended the Historic Preservation Board visioning meeting which was very successful. Jim Hier stated that he was impressed by the number of people at the Planning Commission meeting which seemed like many more at this stage of the game than even Flagstaff. This project will have repercussions throughout the community greater than Flagstaff. He and Candace Erickson met with staff on the special service grants. Candace Erickson disclosed that she received a complaint from a citizen about taxis idling in the handicap parking zones at the grocery stores and various other locations. Mayor Williams stated that he is proud of the community its engagement in the Treasure Hill project and spoke about collecting idling ordinances from other cities. He stated that he wrote a letter expressing his concerns to Representative Mel Brown because the House is considering a resolution that would stop Utah's participation in the Western Governors Climate Exchange Initiative. He expressed his frustration about derogatory statements about the work of the Governors Blue Ribbon Committee on the environment. The Peace House is looking to restructure its board. He and Pace Erickson attended the Mosquito Abatement meeting and the Mayor explained the goal of using of biological controls on mosquitoes as opposed to pesticides which has largely been achieved. The biological approach is unique to mosquitoes and nothing else is harmed. Candace Erickson commented on Senator Bennett's town meeting which could be listened to by telephone and listeners could weigh in with questions and participate in the meeting.

2. Legislative update. Tom Bakaly stated that the City is opposing HB 3, the climate initiative mentioned by the Mayor. HB 64, deterring illegal immigration, may end up as a compromise that would create a multi-agency strike force to combat violent and other major crimes associated with illegal immigration and human trafficking. The League's position is neutral. Chief Wade Carpenter pointed out that HB 64 and SB 81 are tied closely together. Senator Griner is the Police Chief of Ogden and he asked him specifically how this bill would affect law enforcement. Essentially, if there is a

violation, police enforce the law and if it is suspected that that person is illegal, he would be taken to a correctional facility placing the burden on the jail to check for immigration status which is no different than what Park City is doing now. Chief Carpenter expressed concerns about creating a special task force because resources are already stretched and officers can be better utilized. There should be local control of police departments and this is an unfunded mandate. He would rather focus efforts on a drug task force or something else. The Utah Police Chiefs Association, however, is neutral on the bill and waiting for the ULCT to voice a position. Tom Bakaly pointed out that the ULCT is neutral and waiting to see what the Chiefs will do which is indicative of what's going on with this issue. The City will need to watch this issue closely as the session winds down. It was decided to remain neutral. HB 66 is proposing to change the way school funds are allocated and currently capital funds within school districts are not equalized. This bill would equalize capital funds and it is estimated that the Park City School District would have to recover \$8 million. It is recommended to oppose this legislation and actively support the School District with other affected communities. Members agreed to *strongly* oppose. Roger Harlan discussed inequities that will occur if this is passed and specifically addressed Alpine where there is a wealthy tax base that chose not to fund capital improvements for its schools but will be the beneficiary of equalized capital funding.

Tom Bakaly discussed HB 68 and HB 241 dealing with water. As written, the City opposes HB 241. He briefly covered proposed cell phone legislation and state budget impacts, including discontinuing no interest water development loans. The City recently received approval for a \$10 million loan which has been pulled back and slated to be used to help balance the state budget. The City's rate for borrowing for the pipe line and treatment plant will have to be considered in the budget process.

Prepared by Janet M. Scott, City Recorder

**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
FEBRUARY 12, 2009**

I ROLL CALL

Mayor Dana Williams called the regular meeting of the City Council to order at approximately 6 p.m. at the Library and Education Center on Thursday, February 12, 2009. Members in attendance were Dana Williams, Candace Erickson, Roger Harlan, Jim Hier, Joe Kernan, and Liza Simpson. Staff present was Tom Bakaly, City Manager; Mark Harrington, City Attorney; Matt Cassel, City Engineer; Tom Eddington, Planning Director; Kent Cashel, Streets and Transportation Manager; and Kayla Sintz, Planner;

II COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

1. Treasure Hill meeting – Liza Simpson commented on the well run and attended Planning Commission meeting. She was impressed by the civility of citizens who were informed and articulate.
2. Open house for Bonanza Drive Project – Matt Cassel reported that there will be an open house on Bonanza Drive February 17 from 5 p.m. to 7 p.m. here in this room.

III PUBLIC INPUT (*Any matter of City business not scheduled on agenda*)

School District legislation - Mike Boyle, Vice President of the School Board, expressed his appreciation of the Council's support to strongly oppose HB 66. The impact, as described in work session, is tremendous.

IV NEW BUSINESS (*New items with presentations and/or anticipated detailed discussions*)

1. Consideration of an Ordinance approving the 395 Centennial Circle plat amendment located at 395 Centennial Circle, Park City, Utah – Tom Eddington explained that approval would consolidate Lot 69 and Lot 70 of the American Flag Subdivision. Currently a structure sits on the existing lot line and this would create a 30,000 square foot lot that accommodates the existing structure and provides for adequate set-backs. The Planning Commission forwards a positive recommendation; there was no public input. Staff has determined there are no significant environmental or fiscal impacts. The Mayor opened the public hearing; there were no comments and the hearing was closed. Jim Hier, "I move we approve the 395 Centennial Circle plat amendment based on the findings of fact, conclusions of law, and conditions of approval as found in the draft Ordinance". Roger Harlan seconded. Motion carried unanimously.
2. Consideration of an Ordinance approving the Park Meadows No. 5, Lots 1 and 2 amended plat, Park City, Utah (2001 and 2009 Lucky John Drive) – Mr. Eddington explained that the request is for a lot line amendment to better reflect the existing

structures on these two properties and removes a lot line from under a house. Lot 2 will maintain a 15 foot wide utility and access easement for Lot 1. The Planning Commission forwards a positive recommendation and staff recommends approval based on the findings of fact, conclusions of law, and conditions of approval. The Mayor opened the public hearing and with no comments from the audience, closed the public hearing. Liza Simpson, "I move we approve the Park Meadows No. 5 Lots 1 and 2 amended plat based on the findings of fact, conclusions of law and conditions of approval as found in the draft Ordinance". Jim Hier seconded. Motion unanimously carried.

3. Consideration of a Resolution adopting the SR248 Corridor Plan for Park City, Utah – The Mayor commented that he received a flyer at his house last night and assumed that many in the audience from the Prospector neighborhood also received the same flyer which is inaccurate. The City did not hire the consultants to look at bus routes to Heber or to Kamas; however, expanded service is under consideration. The approach is to restripe existing SR248 for four lanes and two bike lanes and the proposal is not to widen the road. The alternative of changing the Rail Trail for vehicular access was not supported by members because it would box both sides of the neighborhood with traffic on both sides. The flyer mentions that more noise and air pollution will be generated with the plan which is untrue. Mayor Williams explained the concept of creating two high vehicle occupancy lanes and two regular lanes which would lessens the project's carbon footprint because cars are not stopped and idling in traffic.

He emphasized that if the traffic becomes too backed up on SR248, UDOT will dictate a plan and the City is trying to be more proactive in terms of arriving at long term solutions. It is also advisable to present a plan to UDOT now for improvements slated for future years. The Council made it very clear that before the plan is implemented that the Park and Ride is operating and the tunnel constructed in the Comstock area to assess the effectiveness of these measures. He again stressed that the width of the road will not be expanded and the idea of cutting into the hillside or into the wetlands was not supported by the City Council.

Kent Cashel announced that there are graphics of the project available to the public at the meeting and distributed comments received on-line from the public on the plan to Council members. There is no strong central theme in the comments, other than concerns about widening SR248 in a manner that would induce traffic growth and there were many comments based on misinformation. The Mayor interjected that the flyer indicates that the plan will prompt more traffic in Prospector neighborhoods but the plan decreases the ability to turn into neighborhoods other than Comstock. Mr. Cashel continued to explain that the City has been working on this well over a year. Six individual studies were conducted on SR248 which provided the foundation for the initial look at this study. That information was consolidated and the consultants presented eight alternatives that could be utilized to address traffic growth along the corridor. When the first phase was completed early summer, the Council directed staff and the consultant to explore four alternatives including (1) no build, (2) full four lane widening,

(3) widening within the existing footprint, and (4) integration of HOV lanes and directional lanes. These alternatives were studied for four months and the plan returned to Council in November after holding public and stakeholder meetings. City Council members narrowed the alternatives to three and removed the full four lane widening as an option which would require encroaching in the wetlands and PC Hill.

Mr. Cashel pointed out the bottleneck created in front of the schools and the section between Wyatt Earp and Sidewinder Drive. No matter what alternative was explored, without doing something to address this, the plan turned into essentially a no build option in terms of providing any remediation to the traffic that models show will exist over the planning horizon to 2020. He stated that there will be four lanes in front of the high school and some expansion of the asphalt there to accomplish this; the graphic displays the footprint. The added capacity is intended to accommodate turn movements in and around the schools, not to encourage more traffic to flow. He explained that in order to protect the hillside and wetlands, the recommendation heading east is to stay within the existing footprint by narrowing lanes, removing the planter, and integrating five foot bike lanes. The engineers looked at a variety of criteria like the carbon footprint, traffic growth, cost and impacts to transit and the Park and Ride. Mr. Cashel noted that the recommendation for four lanes within the existing footprint and minimal widening at the school section was the most viable alternative both environmentally and economically and from a traffic management standpoint.

In response to a comment from the Mayor about the widening in front of the schools, H W Lockner Consultant Gene Cline advised that the lanes could be narrowed somewhat but if full 12 foot lanes are added, there is the potential of cutting into the buffer adjacent to the Prospector neighborhood by 12 feet or by eight feet if the width of the lanes is narrowed. Mr. Cashel reiterated that the plan was reviewed with the stakeholders group and at work session last week by Council and staff made an effort to ensure that the media got the message out about the public hearing tonight. Candace Erickson stated that the widening by the schools was something she was not aware of and asked about the length of the section. Mr. Cline explained that there are two lanes in each direction from Park Avenue to Sidewinder. Between Sidewinder and close to US40, there is one lane each direction plus a center turn lane. This alternative would add a lane in each direction from Sidewinder all the way to the schools out to Wyatt Earp which is a narrower section but still four lanes and once out of the barrier area, SR248 is wider and four lanes. Liza Simpson emphasized that the Council is in the planning stage of developing a plan for the corridor and in no way is near the engineering phase of determining the exact pavement width. There are still many opportunities to adjust the plan.

Kent Cashel stated that this is an important point. This is a plan that provides staff with the ability to get a project into a funding cycle which could be as far away as five to seven years out. During that time, the plan can change but without a plan, the project is not identified for funding and what stands between the plan and the pavement is the funding cycle and the UDOT process. UDOT needs to review and approve the plan but has been participating as a member of the steering committee and helped finance a

portion of this study. A public involvement program will be established during the design stage. Laney Jones of H W Lockner pointed out that SR248 is UDOT's road and the state has its own process for implementing improvements. When a project is slated for funding, UDOT will initiate public participation through its own process. Roger Harlan asked if UDOT has been historically accepting of narrowed lanes as opposed to following strict engineering standards and Ms. Jones replied that it is becoming more common for UDOT to be more flexible. It is common for UDOT to narrow a 12 foot lane to 11 feet if there is a benefit or a need but 10 feet would not be typical. The Mayor mentioned that when the City was considering directional lanes, UDOT actually traveled to other sites to observe how these worked. He again discussed the importance of making the Park and Ride and HOV lanes feasible and creating incentives to get people out of their cars. Kent Cashel believes that UDOT is amenable to a lane width reduction and added that it is not very common for a Utah community to attempt to articulate a vision in advance of UDOT stepping in; this is a proactive step for Park City. Additionally, he felt the plan has been well received. The Mayor invited public input.

Tim Snyder, Doc Holiday Drive, asked what HOV meant and Kent Cashel advised that it is an acronym for high occupancy vehicle which now means more than one person in the vehicle. Laney Jones further explained that HOV can be redefined to manage traffic by the designation of number of occupants, but the big benefit is buses using the HOV lane to and from the Park and Ride. Mr. Snyder stated that this is a better plan than he originally expected, but hates to see the planter box go away because the stretch is so dangerous. In response to a question from Mr. Snyder, Kent Cashel explained that the widened section is from Sidewinder to Wyatt Earp. Ms. Jones indicated that both the four lane and directional concepts have four lanes in front of the high school. Council has expressed an interest in working with UDOT on speed limits. It was pointed out that narrower lanes and shoulders provide a traffic calming effect. The Mayor added a jersey barrier is proposed in place of the planter. Mr. Snyder felt that there are minimal traffic problems when the schools aren't in session. The school zone speed of 20 mph contributes to traffic backing up and four lanes may not make a difference but Kent Cashel believed that the Comstock tunnel will make a difference in traffic flow. There was discussion about medians drawn on the plan which could be used to prevent left hand turns or planted for the sake of aesthetics.

Mike Boyle, School Board member, expressed his appreciation of Messrs. Cashel and Cline meeting with him and several school administrators. He stated that he has shared information with the rest of the Board who understands that the plan is a concept and in general, they approve the plan as presented. They had the same concerns as probably a lot of people in attendance tonight about impacting the trails along the highway, but understands that they may have to be moved. Mr. Cashel has kept them involved and they approve of the plan.

Helen Stanley, Doc Holiday, suggested bus only lanes as opposed to HOV lanes and Ms. Jones explained that this doesn't have to be decided at this phase of the study and the lanes can be managed accordingly. Ms. Stanley insisted they should be bus only lanes. She complained about flashing signs being placed on SR248 directing people to

Salt Lake and asked how this happened and if it will be continued. Kent Cashel explained that it was a trial program intended to run for a few weeks only to measure the effectiveness of the route to out-load the ski areas. It was run from 3 p.m. to 7 p.m. on peak ski days in order to move some of the traffic off of SR224. Ms. Stanley asked why we are directing drivers to SR248 because people that never traveled that way to Salt Lake will continue to go that way. Ms. Cashel responded that staff is sensitive to that issue. Ms. Stanley assumed that if the lanes are narrowed on SR248 that all wide loads will travel on SR224. Mr. Cashel noted that wide loads mean that the vehicle is already exceeding the lane width so it probably doesn't matter. A very wide load requires pilot vehicles but he didn't feel SR248 will be restricted. Ms. Stanley felt that this should be considered. Laney Jones explained that the reason UDOT is comfortable with an 11 foot lane but not 10 feet is because 11 feet will easily accommodate a truck. In response to another question from Ms. Stanley, it was explained that there will be room between the trail and the road and enough area for snow storage, however, the trail between the schools may have to be moved somewhat.

Kurt Benson, Doc Holiday Road, felt that the proposal is better than he anticipated. He suggested building the Park and Ride and requiring anybody that does not have a permit to park there and take transportation into town like Zermatt or Vail. This would mitigate some of the traffic. Kent Cashel explained that the 750 space Park and Ride lot is being completed at Richardsons Flat. Employee parking and carpooling are strategies that will be promoted to limit traffic along the corridor. Mr. Benson felt that there should be a policy of not allowing anyone on SR248, except for residents with permits. He wasn't convinced that carpooling will be successful; people like their cars too much. More lanes create more traffic side by side and speeds increase with familiarity. He agreed that traffic is congested but only two times a day, and implementing any plan with a 20 mph speed limit in place is a waste of time. Traffic signals also back up traffic. Diverting traffic to a residential area from SR224 is inappropriate. He urged Council to consider not allowing cars into town. Laney Jones advised that SR248 is a state-owned public facility and UDOT would not be comfortable restricting a public roadway and that is why this is not included as an alternative.

Faye Malnar, Sidewinder Drive, congratulated Council on a good plan but the only problem she has is expecting the Park and Ride will be used. As a retired employee of USSA, she polled employees from Heber and Kamas about parking at the Park and Ride and taking a bus, and there were no positive comments. She did not feel a permit system is appropriate because Park City invites people to visit our community. It would be helpful to get trucks off of SR248.

Margaret Hyatt, Butch Cassidy Road, commented on the removal of the planter box, which she understood made the section safer. It was explained that a jersey barrier would be installed and that some separation is needed. She was pleased to learn that the Comstock tunnel will be constructed this summer. The Mayor reiterated that the plan is three to seven years out and there other improvements the Council would like to get done in terms of the tunnel and the Park and Ride facility before any other improvements are considered. She felt that the no build alternative is most appropriate.

Colin Jackson, Sidewinder Drive, agreed with Mr. Benson and stated that he didn't feel we have a road problem but a too many vehicles problem. He spoke about the daily regional transportation systems operating in Aspen, Telluride and Crested Butte while Salt Lake, Heber, Coalville and Kamas have nothing to offer. The model of moving people around needs to get away from cars and building more lanes by offering the Park and Ride, buses, and making it difficult to bring cars into town. There is a lot of parking and pavement here making it attractive to drive into town. The no build alternative, making mass transit available to Salt Lake and other places, and making it difficult to bring in cars, will manage traffic. The Mayor referred to Mr. Jackson's flier which he addressed before Mr. Jackson arrived at the meeting. Mayor Williams emphasized that the Council is interested in pursuing all alternatives before the plan is considered for implementation. The plan is being created so it is identified in a funding cycle and is three to seven years out into the future. The Mayor further explained that the Park and Ride road will go all the way through to SR248 where the new lumber store is located so someone coming from Kamas can get off of SR248 at the lumber yard and travel directly to the Park and Ride.

Jill Orchel, Prospector resident, stated that she grew up in Aspen and rode the bus everywhere and when she moved here 18 years ago, she recalls seeing flowers on the side of the road in memory of accident victims. When the planter was installed on SR248, she was relieved and would hate to see that work undone.

David Orchel expressed concerns about the Wyatt Earp intersection because it may be difficult to enter into traffic and the no left turn into Wyatt Earp will cause more traffic to travel through Prospector. He felt the intersection, especially with planters, will create a need for a traffic light causing more delays. Liza Simpson stated that she participated in all of the WALC meetings and there is funding reserved for important projects yet to be defined, i.e., Park Avenue, SR248. At some point in time it was felt that there would likely be a need for a light at Wyatt Earp and possibly another tunnel.

Michelle Rainer, Doc Holiday Drive, felt that most of the comments have dealt with safety and quality of life. We all moved here to live in a mountain town and not to be splitting our town up with highways and promoting congestion. When does it end? If we invite traffic to come, it will. Narrowing lanes is great, but on I-80 a lane was narrowed and semis were asked not to drive on it but they do. It is a huge safety concern and even with a tunnel there are four lanes of traffic. The commuter lot is a good idea as well as the tunnel but she is against widening the road and suggested making the center lane the HOV lane. SR248 should be no engine brake zone; there are other viable options and SR224 should be looked at again. Ms. Rainer acknowledged that this is a long term plan but 2020 is not that far away.

Helen Stanley pointed out that building a tunnel is very costly but the idea of constructing a bridge was rejected. In these economic times, maybe it is time to reconsider a pedestrian bridge and evaluate the effectiveness of diverting pedestrian traffic. This would be an interim cost effective solution.

Sam Constanza, Buffalo Bill Drive, stated that he can barely turn on SR248 in the evening now and asked if crossing two lanes will make it more difficult to make a left hand turn. The Mayor replied that at peak times, he travels to streets with lights. Candace Erickson interjected that it depends on the management and use of the HOV lane and turning may actually be easier.

Wes Garrett, Prospector resident, felt that the real problems only occur three hours a day and the rest of the time traffic flows smoothly. School traffic is the real problem plus motorists can not travel over 25 mph through the school zone. There is going to be a lot of asphalt that is not going to be used most of the time. Adding traffic lights is expensive and interferes with traffic flow. Four lanes seem like too much and accommodating cars does not help meet the goal.

Max Doilney, Prospector resident, stated that he agrees with Mr. Garrett 100%. There is just a small chunk of the day that we're dealing with and the best way to make SR248 safe should be the ultimate goal. Adding pavement will result in another SR224 with traffic lights backing up traffic.

Andre Dumas, Cochise Court, felt the plan is not a good idea because it is helping commuters and no one here and Park City residents are paying for it. He suggested installing gates in neighborhoods and closing them at peak times. Moving school starting times could be helpful in the morning.

Marion Melnar, Sidewinder resident, stated that he likes the gated concept. Eliminating truck traffic is not realistic but truck traffic can be controlled from turning to keep trucks on state roads. The same applies to Bonanza and the Mayor indicated that this is an element of discussion on the rebuild of Bonanza Drive.

Kurt VonPuttkammer stated that a little less than nine years ago, he approached Council members about the SR224 expansion but was told with bodily threat not to object to this project because it was the one time we had UDOT money to do something. Mayor Olch gave him his word that the median would not be removed and it is now being removed. He referred to his letter distributed to members regarding the use of the Rail Trail for vehicular access. There is only one good solution. He referred to his written request of March 28, 2007 that this option be reviewed and asked why this has never been discussed. Why can't we look at this option? It solves every one of these problems by directing all traffic onto Deer Valley Drive. No one is willing to talk about this. Mayor Williams stated that the Rail Trail alternative has been discussed with the stakeholder group and many residents objected to another road in the back of their neighborhood. Residents were not interested in converting a safe recreation area to another mode of transportation into town. In fact, there are associated comments in the public input report received tonight. Kent Cashel added that this is also addressed in the study. Mr. VonPuttkammer pointed out that it wasn't included in the walk-ability study. One decision can improve the quality of life for generations to come. He asked why they chose the Rail Trail when they had all the land to pick from and an analysis

should be done. Candace Erickson clarified that she made it a point after receiving his letter to talk to Prospector residents, explaining that Mr. Von Puttkammer's proposal was to divert traffic from the location of the Old Dump Road, turning the Rail Trail into a two lane road connecting into Deer Valley Drive. The response she received from residents was that they didn't want traffic on both sides of the neighborhood.

Andre Dumas felt that the Rail Trail makes sense because it eliminates the bottleneck problem at the schools and SR248 could remain as it is.

Sloan Reed expressed her support for the Park and Ride and getting people to use public transportation.

Joanna Kahn, Prospector resident, asked whether studies have identified the types of drivers. Kent Cashel stated that there is some data on this and the majority of drivers or about 74% are single occupant commuters. There is no information on where people work or the destination. Staff will continue to look at the mix and also measure vehicle occupancy. She stated she supports no more asphalt and green alternatives.

Howard Silverman, Sidewinder Drive, stated that he is an avid cyclist and is concerned about narrowing shoulder widths. Gene Cline explained that the stretch between the Wyatt Earp and the Old Dump Road is the only section affected. Mr. Silverman expressed that if the road is wider, the traffic will come. People will not likely use the Park and Ride because many people like to run errands during the day. No one wants to carpool because there's no flexibility. Kent Cashel felt it important to note that no element of the plan will be implemented until there is an opportunity to evaluate the effectiveness of the tunnel and other measures. In order for the Park and Ride to work, transit needs to be able to move efficiently in and out of town and the design balances these interests. In particular, through the wetlands and PC Hill area, there will be narrower lanes and restrictions on traveling in the HOV lane that should have the effect on reducing traffic. Mr. Silverman asked about the status of the option of directional lanes. Gene Cline advised that the reversible lanes did not work as well because the only place the HOV lane could be placed is in the center lane, creating an access problem to the Park and Ride because buses would have to pull into the general purpose lane. Mr. Cline mentioned that large overhead directional signs are required by UDOT with the operation of reversible lanes adding expense and visual impacts.

In response to a question from the City Attorney regarding the location of rumble strips, Laney Jones advised that this will be determined when UDOT conducts its study, but Lockner is recommending is that the five foot lane be dedicated as a bike lane. Currently, it is not a bike lane but a shoulder. The advantage of adding another stripe designating the area as a bike lane is that cars are allowed to be on the shoulder of the road but not within the bike lane section. Typically, UDOT will not install rumble strips in a bike lane.

With no further public input, the hearing was closed.

Jim Hier pointed out that members are not that naïve to think that because the City builds a Park and Ride that people are automatically going to park there and take a bus into town. It's going to take some force and in his opinion most of the traffic problems are created by construction traffic. The City can require any large project, as a part of a construction mitigation plan, to require employees to park outside of town and have those employees shuttled into town either on City buses or a shuttle similar to what Talisker has been doing for Empire Pass construction. If construction worker traffic is addressed, it should make a difference in the mornings. With regard to building a bridge versus a tunnel, the City Council deferred the decision to WALC who discussed this at length. He suggested building a separate bike lane next to the Rail Trail, acknowledging that it is not a recommendation from Lockner but it would be beneficial to take a look at the cost. Discussion ensued about lighting the Park and Ride lot during the past week. Jim Hier added that if and when PCMC and Deer Valley develop their parking lots, it would be to everyone's advantage that resort employees park at the Park and Ride so that parking is available to resort patrons. This could make a huge difference in decreasing traffic in consideration of one employee in individual cars. The City has leverage to require the use of a satellite lot during the review processes. Mayor Williams added that with the City's acquisition of the PRI property, a Park and Ride could be built at Kimball Junction. It is important to get the large employers in town to buy into the program because it's not going to work without their participation.

Mayor Williams thanked the audience for attending and reminded them that there are concepts that need to be submitted to UDOT for its review regardless. He encouraged Council to consider the expansion of the bus system before the plan is implemented. Jim Hier felt that Council continually examines the bus system and regional transportation which only be accomplished with the cooperation of the other communities. The ski areas run buses to Heber and Provo with some success.

Roger Harlan relayed that the obvious problem is having three schools on SR248 which can not be relocated and appreciated the input from residents to alleviate existing challenges. The Mayor noted that many people moved to Prospector because it is close to the schools. SR248 and SR224 are state highways and before improvements were made to them, there were many more accidents. Joe Kernan stated that if traffic continues to grow as has been trend, the City will have to implement this type of plan. The additional lanes are HOV lanes which will be faster which will provide the incentive to use them. Everyone will need to make sacrifices to reduce traffic. It would be very helpful if school bus service was expanded, acknowledging that it would be costly, but it would significantly lessen congestion in the morning. If the community is not willing to spend the money, or do anything different, UDOT will determine how and when to widen the road.

Candace Erickson stated that when this plan was first reviewed, Council favored the no build option hoping that people would change their driving habits so the plan would not be needed. The reality is that this probably won't happen and she pointed out that local businesses are dependent on outside workers. Quality of life is a priority and that is the reason the Rail Trail access road was eliminated as an alternative. All Council

members are concerned about the well being of the neighborhood. Liza Simpson felt that everyone needs to do their part. One day she observed the crossing guard stopping the traffic signal for one child at a time which dramatically disrupted the flow of traffic and pointed out that the tunnel may make a real difference. She thanked the public for valuable input.

!

Joe Kernan, "I move we approve the Resolution adopting the SR248 plan for Park City". Liza Simpson seconded. The Mayor reiterated that the effectiveness of the tunnel and the Park and Ride will be evaluated before the plan is implemented. Jim Hier believed that statement should appear in the Resolution and asked that the motion include all of the criteria included in the staff report as an addendum to the Resolution. Joe Kernan and Liza Simpson accepted the amendment. Candace Erickson asked if Park City's plan is accepted by UDOT, whether the City is forced to proceed. Laney Jones explained that the City would need to contact UDOT about getting the plan in the transportation improvement program and into the queue for conducting a study. UDOT would then assign a project manager, conduct an environmental study, review these options again, and gather public input again. UDOT does not have excess funds currently and when communities decline to move on projects, the state would not likely object if there are no safety issues. Kent Cashel emphasized that this is a state highway which UDOT is monitoring in terms of planning. If the City is proactive and successful in providing an acceptable level of service on SR248 that the community supports, he felt confident that the City could back out of implementing the plan if desired. Motion unanimously carried.

V OLD BUSINESS

Consideration of an Ordinance approving amendments to the Park City Land Management Code clarifying Financial Guarantee language to Chapters 1, 7, 11 and 15

– The Mayor disclosed that the Council received a letter from Craig Elliott expressing concerns about the potential burden to the public of having to provide a financial guarantee. Planner Kayla Sintz explained that in reviewing the LMC and Historic District Guidelines, and issues involving non-compliance and non-completion of additions and reconstructions of historic structures, staff saw a need to clarify and expand the ability of the City to guarantee completion of public and site improvements and compliance with the historic preservation plan. This item was heard by the Planning Commission on January 7 and January 28, 2009. Direction was given on January 7 for additions to Chapter 11, Historic Preservation, dealing with the effect of non-compliance, amount of guarantee, release of guarantee, and terms of guarantee. With regard to Mr. Elliott's comments, staff and the Planning Commission are very aware of the economic downturn right now and the Commission added the option of a lien on the property to the types of guarantees allowed. Others include escrow deposit, cash deposit or letter of credit. In consideration of the City moving forward with rewriting the Historic District Guidelines as well as adopting the Historic Sites Inventory, staff felt that it made sense to codify guarantee language. Ms. Sintz emphasized that there have been problems with saving historic material, not only for panelization

projects but also replication and/or reconstruction approaches and this legislation ensures compliance with the preservation plan.

Ms. Simpson asked if placing a lien on the property would negatively impact the owner's ability to obtain a construction loan. Should the lien be placed at the time of occupancy or inspection? By way of example, Ms. Sintz pointed out that the guarantee for a 456 square foot historic property is \$250 per square foot plus an additional \$50 per square foot for a 75 square front porch for a total financial guarantee of \$132,500. However, a considerable addition to the historic structure is proposed. The City Attorney acknowledged that this exaction is on the high end and there may be some difficulties for the owner with the lien option in this instance, depending on his financing. The City uses the lien method or trust deeds for the preservation grant program for five years and then the property is released. The grants tend to be much less money but the City is always last in position in the event of foreclosure and other options may provide higher levels of security. Mr. Harrington pointed out that it is another tool in the tool box. Ms. Simpson feared encouraging replication over renovation and is sensitive to Mr. Elliott's concerns. Ms. Sintz explained that the Planning Commission was concerned about people developing properties any way that they want and throwing historical material in dumpsters because the amounts in place currently were a slap on the hand.

Mark Harrington stated that at the same time the Ordinance gives the Chief Building Official final determination. He encouraged starting with these standardized numbers and if prohibitive, they can be adjusted without coming back to Council and amending the Ordinance. Liza Simpson stated that she has no problem with the high numbers unless it prevents somebody from actually doing what the City wants them to do. Mr. Hier asked if letters of credit and deposits with the City are drawn down as construction proceeds. Ms. Sintz referred to language on the section on the release of the guarantee, *or at the discretion of the Chief Building Official, Planning Director, or their designees*. Mr. Harrington suggested adding language, *in accordance with the work performed* or some other standard. Jim Hier expressed concerns about the guarantee making a preservation project prohibitive for some property owners, not necessarily developers, and there should be some way to draw down on the funds as the project is completed. He suggested adding wording based on construction progress. Tom Eddington suggested, *at the discretion of the Chief Building Official, Planning Director, or their designees based on construction progress in compliance with the historic preservation plan*. Members accepted the wording.

The Mayor opened the public hearing; there were no comments from the audience.

Liza Simpson, "I move that we approve the proposed amendment to the Land Management Code for Chapters 1, 7, 11 and 15 as amended by the Planning Director's sentence". Roger Harlan seconded. Motion unanimously carried.

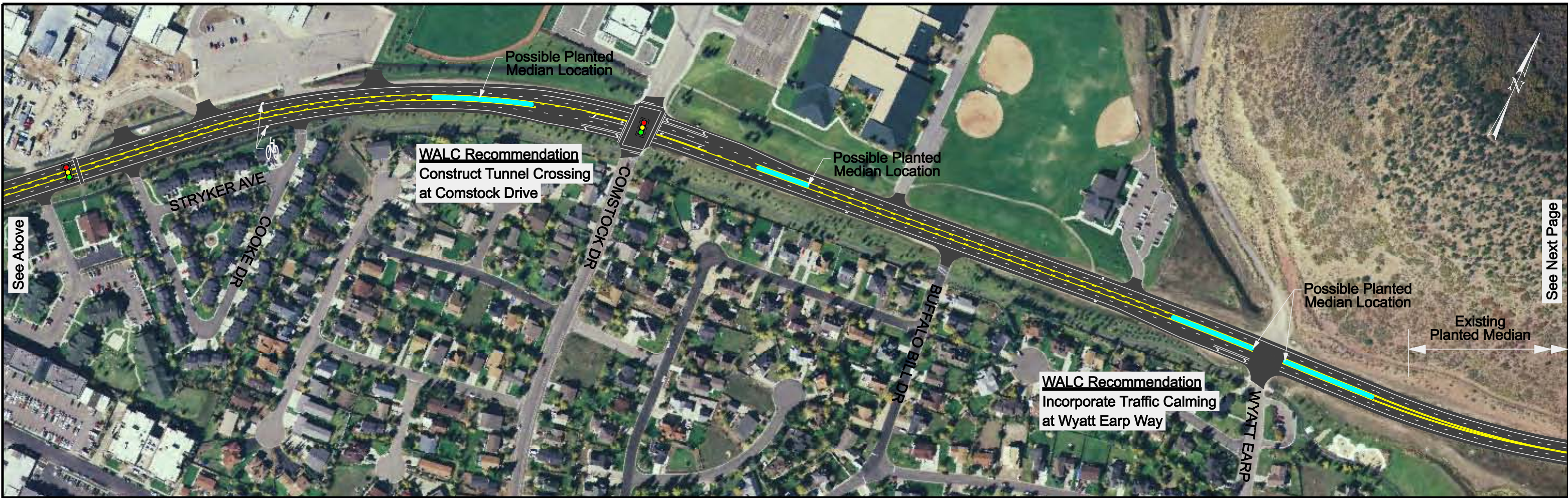
VI ADJOURNMENT

With no further business, the regular meeting of the City Council was adjourned.

Appendix B: Stakeholder Committee List

Contact Name	Contact Organization
Kim Mayhew	Deer Valley
Carol Potter	Mountain Trails
Paul Christensen	Sunstone
Kevin Callahan	Summit County
Tina Graham	Sundance
Jenni Smith	Park City Ski Resort
Stephen Oliver	Park City School District
Tim Vetter	The Canyons
Lisa Wilson	UDOT
Lisa Baird	UDOT
Mark Fischer	NoMa
Kent Cashel	Park City
Adam Strachan	Planning Commissioner

Appendix C: Conceptual Alternatives



**ALTERNATIVE 2
FOUR LANE**




Legend

-  Existing Signal
-  Proposed Future Signal

2 OF 2

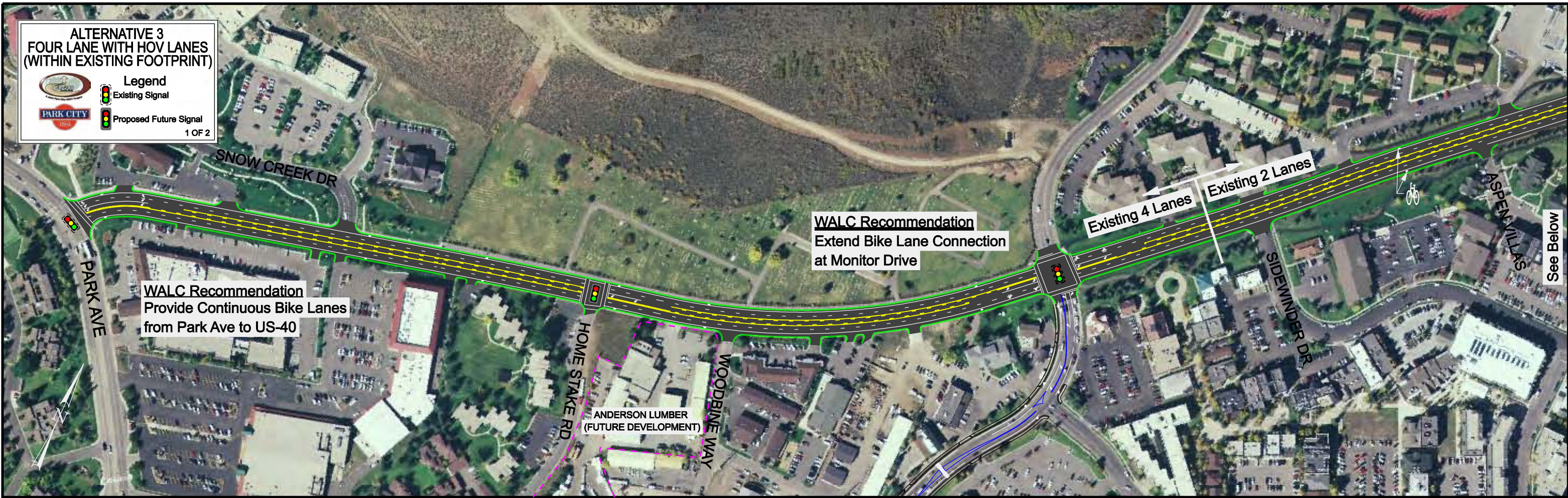


**ALTERNATIVE 3
FOUR LANE WITH HOV LANES
(WITHIN EXISTING FOOTPRINT)**

Legend

- Existing Signal
- Proposed Future Signal

1 OF 2



**ALTERNATIVE 3
FOUR LANE WITH HOV LANES
(WITHIN EXISTING FOOTPRINT)**

Legend

- Existing Signal
- Proposed Future Signal

PARK CITY
1864

2 OF 2

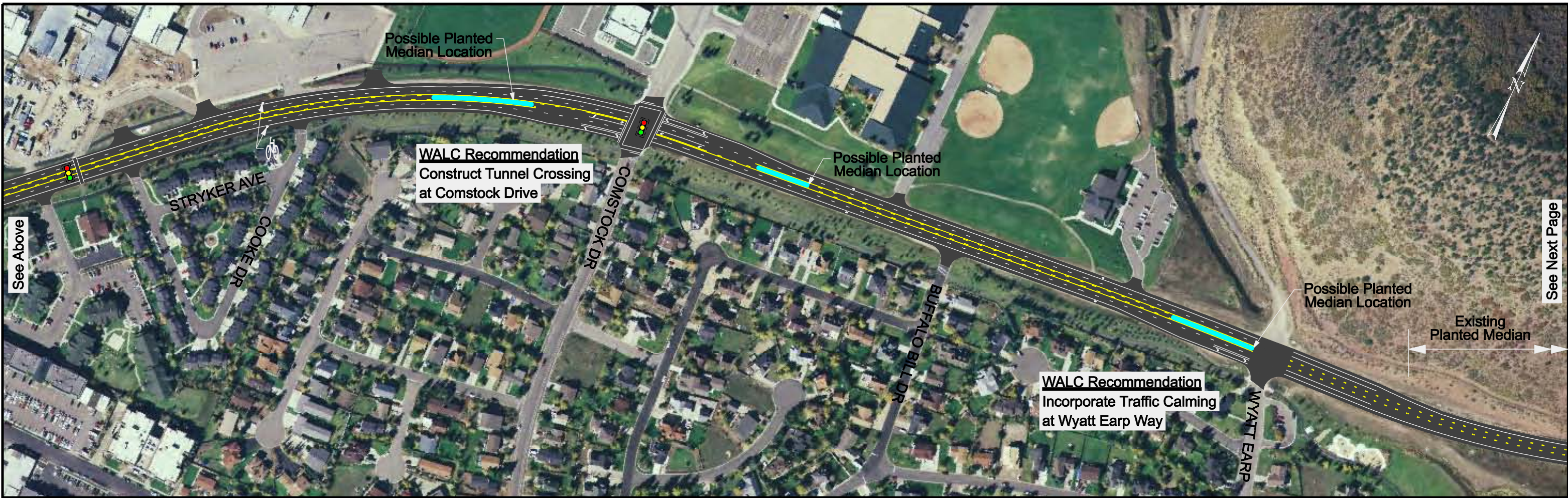
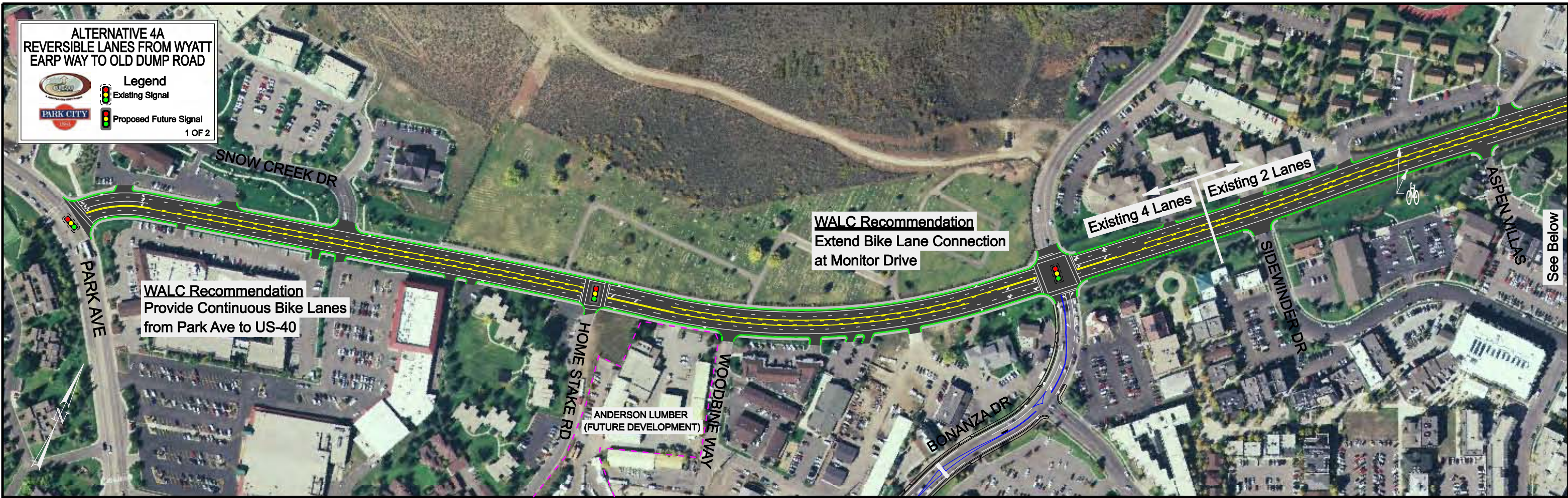


**ALTERNATIVE 4A
REVERSIBLE LANES FROM WYATT
EARP WAY TO OLD DUMP ROAD**

Legend

- Existing Signal
- Proposed Future Signal

1 OF 2



See Below

See Above

See Next Page

ALTERNATIVE 4A
REVERSIBLE LANES FROM WYATT
EARP WAY TO OLD DUMP ROAD

Legend

- Existing Signal
- Proposed Future Signal

PARK CITY
 1894

2 OF 2

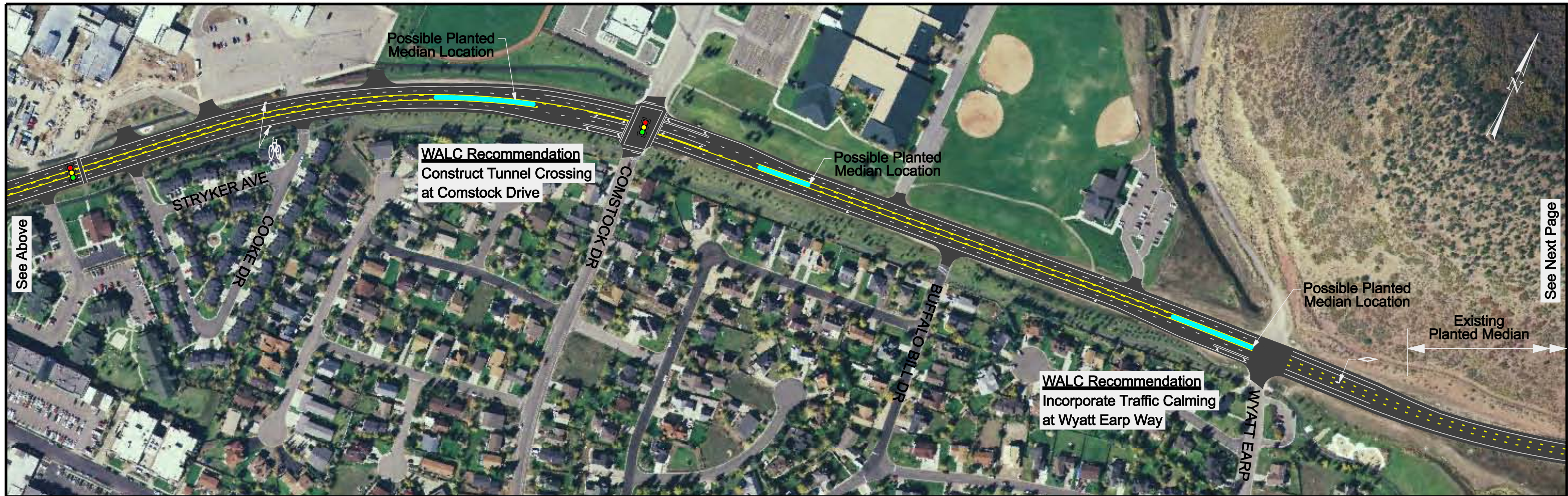
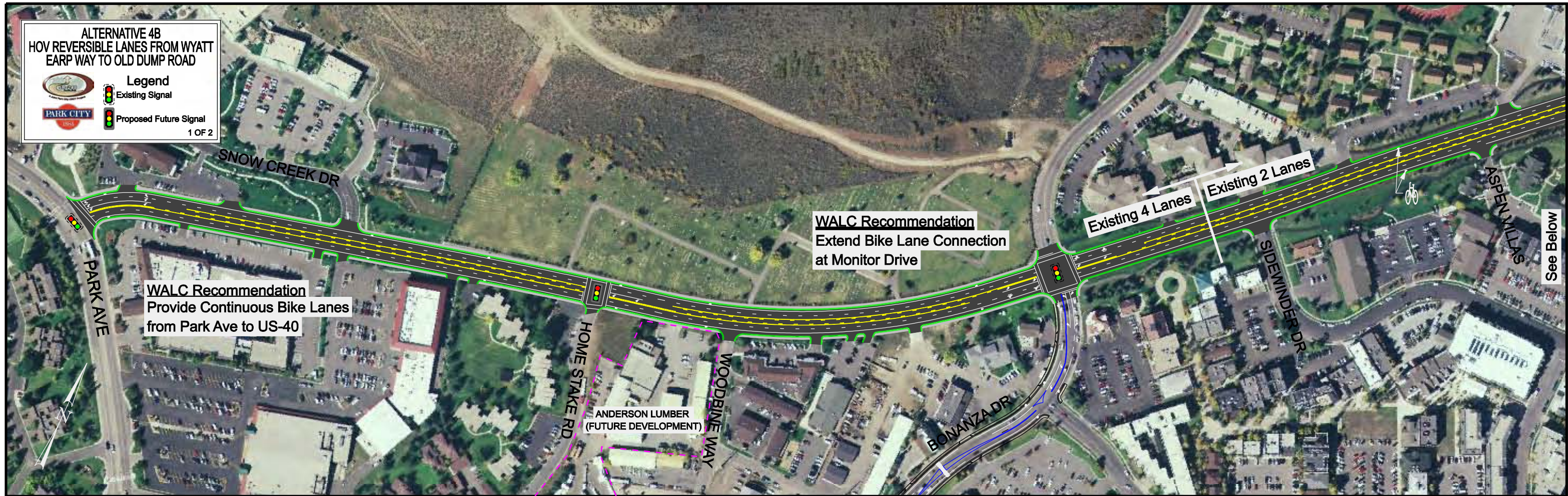


ALTERNATIVE 4B
HOV REVERSIBLE LANES FROM WYATT
EARP WAY TO OLD DUMP ROAD

Legend

- Existing Signal
- Proposed Future Signal

1 OF 2



See Below

See Above

See Next Page

ALTERNATIVE 4B
HOV REVERSIBLE LANES FROM WYATT
EARP WAY TO OLD DUMP ROAD

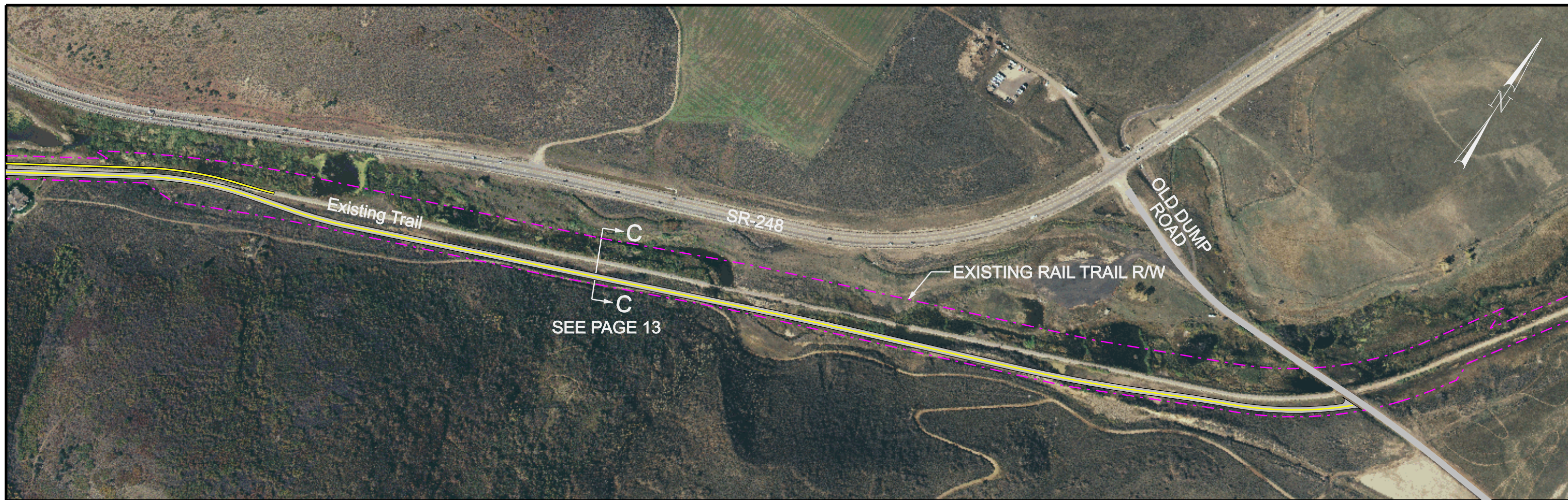
Legend

- Existing Signal
- Proposed Future Signal

PARK CITY
 1864

2 OF 2







EXISTING RAIL TRAIL R/W

US-40

OLD DUMP ROAD

PARK & RIDE LOT



RAIL TRAIL CONCEPT DESIGN




2 OF 2

Appendix D: Rails with Trails Information

Example Rails-with-Trails Projects

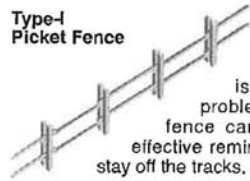


Separation Options



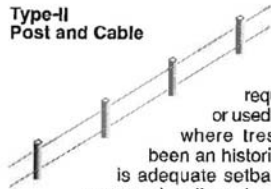
DESIGN

**Type-I
Picket Fence**



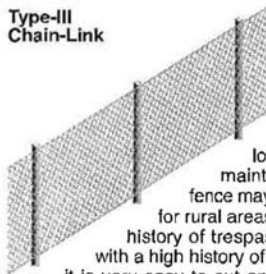
Where trespassing is not as much of a problem, a low wood rail fence can still serve as an effective reminder to trail users to stay off the tracks.

**Type-II
Post and Cable**



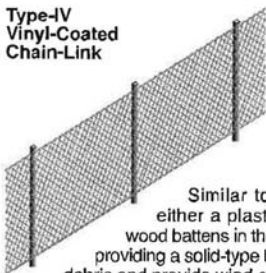
This inexpensive fence is occasionally requested by a railroad or used on a RWT primarily where trespassing has not been an historical problem, there is adequate setback, and the fence serves primarily to demarcate the railroad property boundaries. The fence does not provide any screening or anti-trespassing features.

**Type-III
Chain-Link**



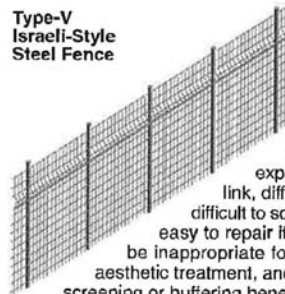
Chain-link fences are popular due to their effectiveness in keeping trail users off the tracks, relative low cost, and ease of maintenance. Chain-link fence may not be appropriate for rural areas where there is no history of trespassing, or for areas with a high history of trespassing, since it is very easy to cut and vandalize. Most chain-link fences are visually unappealing and tend to project an image of an urban industrial environment. For this reason, trail designers should explore using other, more appealing types of fences whenever possible.

**Type-IV
Vinyl-Coated Chain-Link**



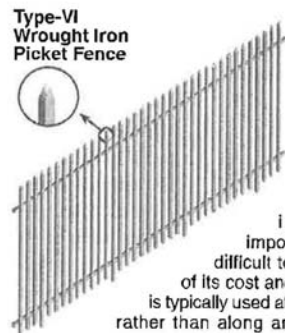
Similar to Type II, but with either a plastic woven fabric or wood battens in the chain-link material providing a solid-type barrier to help catch debris and provide wind and visual buffering.

**Type-V
Israeli-Style
Steel Fence**



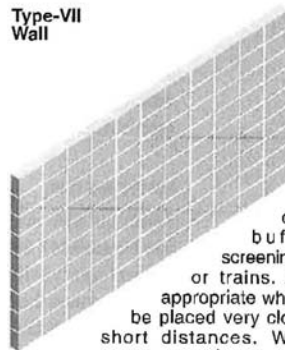
Sometimes referred to as Israeli-style fencing for its use in Israel to protect kibbutz, this product is more expensive than chain-link, difficult to vandalize, difficult to scale, and relatively easy to repair if it is cut. It would be inappropriate for areas requiring aesthetic treatment, and provides limited screening or buffering benefits.

**Type-VI
Wrought Iron
Picket Fence**



This is the ultimate in vandal-resistant fencing, and is used in locations that have a history of trespassing. It is virtually impossible to cut and difficult to scale. Because of its cost and visual impact, it is typically used at specific locations rather than along an entire corridor.

**Type-VII
Wall**



Very rarely used due to its cost and visual impact, solid concrete block walls are virtually indestructible and offer complete buffering and screening from rail debris or trains. A wall may be appropriate where a RWT must be placed very close to tracks for short distances. Walls are most commonly used in areas where a grade separation requires a retaining wall adjacent to the trail. Wall design in active rail corridors should be carefully coordinated with rail engineers, because they can have an effect on the structural integrity of the rail bed, alter drainage patterns in the rail corridor, and, in some circumstances, impede access by railroad maintenance equipment.

FIGURE 5.16 Fencing styles

Resolution No. 04-09

RESOLUTION ADOPTING THE SR-248 CORRIDOR PLAN FOR PARK CITY, UTAH

WHEREAS, it is in the public interest to plan for the development and operation of transportation corridors within Park City and its surrounding area; and

WHEREAS, SR-248 is a key transportation corridor serving Park City's residents, businesses and visitors; and

WHEREAS, transportation improvements over time will benefit Park City residents, businesses and visitors; and

WHEREAS, a well developed corridor plan will benefit the public by providing for the efficient and effective movement of auto's, trucks, transit, bicycles, pedestrians; and

WHEREAS, the SR-248 Corridor Plan is the result of a significant traffic planning and analysis effort that has involved key stakeholders and the general public; and

WHEREAS, Park City Council supports the recommendations forwarded in the plan with the condition that the implementation of Alternative 3 (4 lanes w/ Bus-HOV) does not occur until the following actions are taken:

- SR-248-Comstock pedestrian tunnel is constructed.
- Traffic Demand Management (TDM) measures identified in the plan are implemented.
- Traffic conditions are reassessed after the above have been implemented.

WHEREAS, Park City has provided opportunity for the general public to review and provide comment on the plan; and

NOW, THEREFORE BE IT RESOLVED, that the Park City Municipal Corporation of Summit County, Utah formally adopts the SR-248 Corridor Plan.


PASSED AND ADOPTED this 12th Day of February, 2009.

PARK CITY MUNICIPAL CORPORATION



Mayor Dana Williams

Attest



Janet M. Scott, City Recorder

Approved as to form:



Mark D. Harrington, City Attorney

