

March 20, 2007

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Park City, UT 84060

TRANSMITTAL

Park City Walkable/Bikeable Neighborhood Study - Final Report

Dear Jon,

It is with pleasure that we are submitting the attached copy of the Park City Walkable/Bikeable Neighborhood Study - Final Report (March 20, 2007).

As discussed earlier, the plan has been formatted in 11x17 Landscape format, allowing the reader to more easily utilize the various maps, figures, tables and appendices. In order to be most effective, we recommend that study copies be printed in color.

On your direction, we are prepared to post a study on the project website. Likewise, we can provide editable text, spreadsheets and other original digital data created as part of this study. Just let us know what you need.

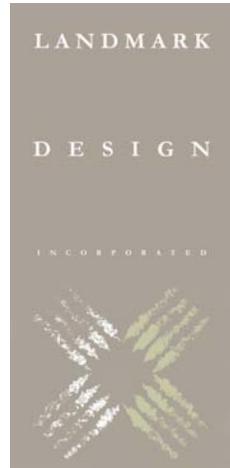
I am finalizing efforts on an annotated outline for the *Trail Master Plan Update* component of this project, which I will forward to you tomorrow. I anticipate completion of a draft for your review next week.

Please let me know if you have any questions or comments. I will be out of town next Monday through Thursday, but available via cell phone at 801.718.4353. Otherwise, we'll see you next Thursday.

Respectfully Yours,



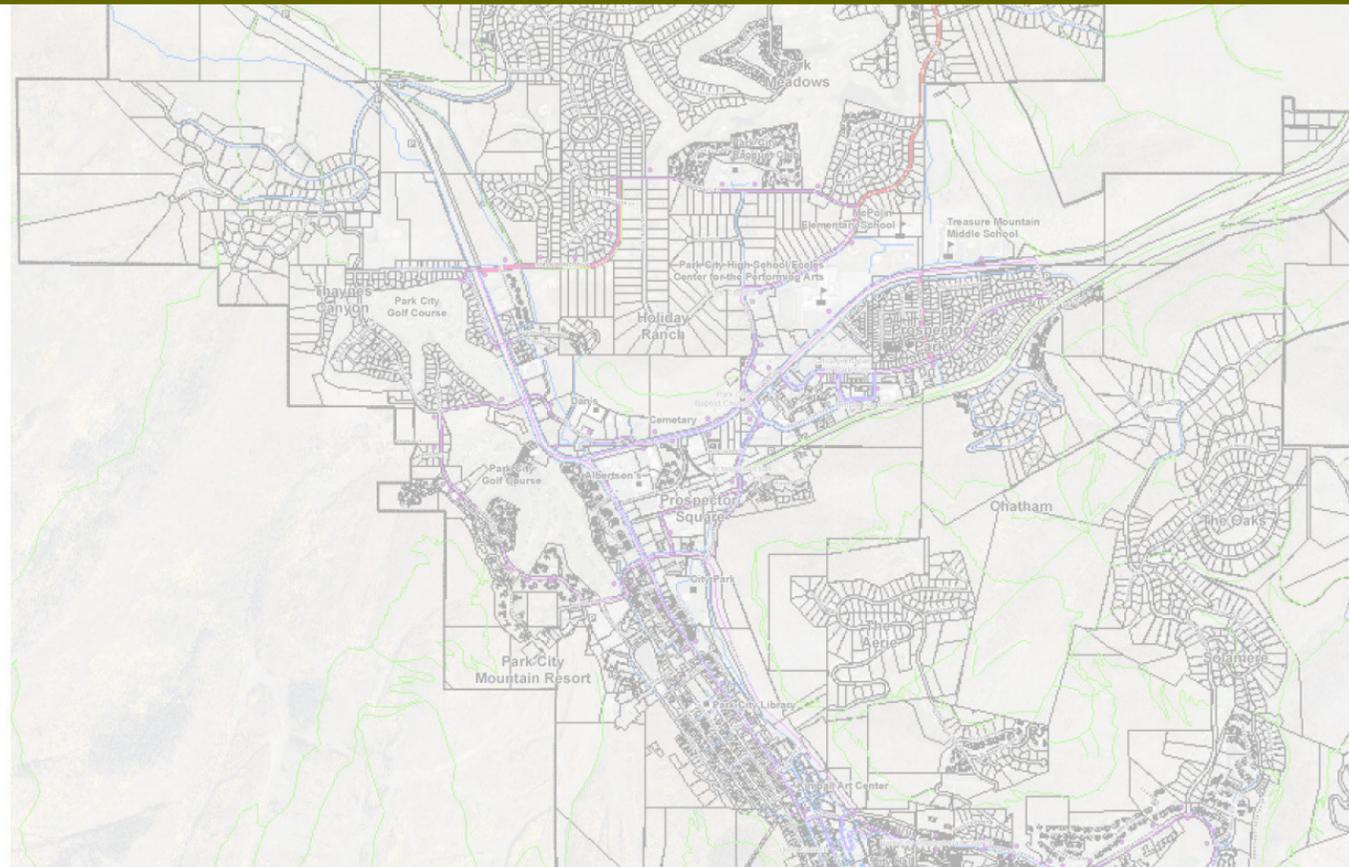
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PARK CITY TRAILS MASTER PLAN UPDATE AND WALKABLE/BIKEABLE NEIGHBORHOOD STUDY



LANDMARK DESIGN TEAM

MARCH 30, 2007



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1.0 Executive Summary

The purpose of this study is to provide planning and design suggestions which will improve walking and biking in urban Park City. The intent is to establish a clear and detailed list of projects that will improve pedestrian and cyclist safety, connectivity and efficiency in Park City. The project approach addresses walking and biking in a comprehensive manner. A thorough public involvement process lies at the heart of the process.



The **Planning Process** was thorough and comprehensive, incorporating the following eight steps:

- Documentation of Existing Walking/Biking Conditions;
- Public Involvement ;
- Assessment of Existing Walking/Biking Network and Facilities;
- Identification and Prioritization of Needs, Gaps and Issues;
- Identification of Project Alternatives and Design Standards;
- Recommended Improvement Projects;
- Comparable Community Approaches; and
- Level of Service Alternatives.

The following activities were included in the Public Involvement Plan:

- A telephone survey;
- A Middle School open house and workshop;
- A series of neighborhood and community workshops to identify gaps and issues;
- Two Public Forums to review ideas and concepts;
- A Roundtable meeting designed to allow members of the public and planning team to air ideas, questions and concerns prior to plan completion;
- A meeting with the Share the Road committee;
- Regular review and input by a Steering Committee composed primarily of City Staff; and
- Establishment of a project website.

The Planning Process encompassed a range of analyses and tasks. These included compilation of a comprehensive inventory of bicycle and pedestrian routes and facilities, and documentation of community assets and facilities. A list of preliminary issues was then developed and evaluated according to defined evaluation criteria. The ranked issues were then placed into one of five tiers representing how well they met walkability goals.

Project alternatives were then developed for each issue. Those issues which best met the evaluation criteria (**Tiers One and Two**) received a greater level of design evaluation and input, while those in the lower tiers received a more cursory assessment. Preliminary alternatives were then selected according to a set of objective and subjective criteria.

Since the main objective of this process was to establish a list of preferred projects for future implementation, cost and maintenance criteria were applied to the preliminary list of alternatives at this stage, resulting in a final list of recommended projects to improve all Tier One and Two issues.

The net result is a **comprehensive system of improvement projects** to improve walking and biking in Park City. In addition to the recommended projects, an assessment of comparable community approaches and expenditures was undertaken, and Level of Service (LOS) options developed for consideration by both the public and the decision-makers of Park City, as budget priorities are established and implementation strategies developed.

The **Action Plan** includes a recommended Project List that is “doable”, in light of resources that are likely to be available, and without major shifts in public funding policy, the recommended Project List focuses on comprehensive improvements to make the pedestrian environment safer and easier to navigate. A cost/efficiency analysis, illustrates that the recommended Project List represents a defensible approach to expending public funds on a range of low-to-mid expenditure solutions that are well-distributed throughout the city.

In order to address public concerns that the recommended Action Plan of insufficient scope, Level of Service options are provided, ranging from extremely conservative to expansive. These are intended to provide funding alternatives that might be deemed appropriate in light of the five-year CIP planning process.

As a final step, policy guidelines related to walking and biking in Park City will be updated as part of the Trails Master Plan.

2.0 Background and Introduction

2.1 Study Purpose

Park City is recognized as a world-class recreation destination. It is home renowned skiing and winter sports activities, in addition to a wide range of fair weather sports and draws, including hiking, mountain biking and cycling. It is felt by some that walking and biking in the built-up part of the city is less than desirable, lagging behind access for walking and biking in the nearby backcountry.



Examples of Urban Walking/Biking Environments

The purpose of this project is to analyze the “walkability and bikeability” of Park City, and in the process provide planning and design suggestions that will improve walking and



More Examples of Urban Walking/Biking Environments in Park City and Elsewhere

biking in Park City. The study assesses walking and biking within the urban environment of the city, as opposed to the surrounding system of off-road and backcountry trails.

2.2 Intended Outcome

The intent of the plan is to establish a clear and detailed list of projects that will improve pedestrian and cyclist safety, connectivity and efficiency in Park City.

3.0 Study Approach

The study addresses walking and biking in a comprehensive fashion, for the city as a whole. In order to evaluate walking and biking throughout the city, detailed analysis was undertaken to identify specific issues and project alternatives, within the framework of a representative community vision.

A thorough public involvement process was at the heart of the process, providing multiple opportunities for the public to identify walking/ biking needs and concerns. This input resulted in an extensive list of issues which were evaluated, ranked and organized as a list of recommended improvements to improve walking and biking in the city.

3.1 Planning Process

The planning process was thorough and comprehensive, incorporating the eight-step planning process summarized below and described in greater detail in the following pages:

1. Documentation of Existing Walking/Biking Conditions;
2. Public Involvement ;
3. Assessment of Existing Walking/Biking Network and Facilities;
4. Identification and Prioritization of Needs, Gaps and Issues;
5. Identification of Project Alternatives and Design Standards;
6. Recommended Improvement Projects;
7. Comparable Community Approaches; and
8. Level of Service Alternatives.

3.1.1 Documentation of Existing Walking/Biking Facilities and Conditions

The planning team began with the creation of a base map illustrating the existing walking, biking and trail system (see Map 1). Mapping data was based on extensive GIS data provided by Park City, which was verified and augmented through field visits and documentation of key sites and areas. Existing reports, documents, policies and ordinances were reviewed, providing understanding of recent developments, and shedding light on contextual conditions.

3.1.2 Public Involvement

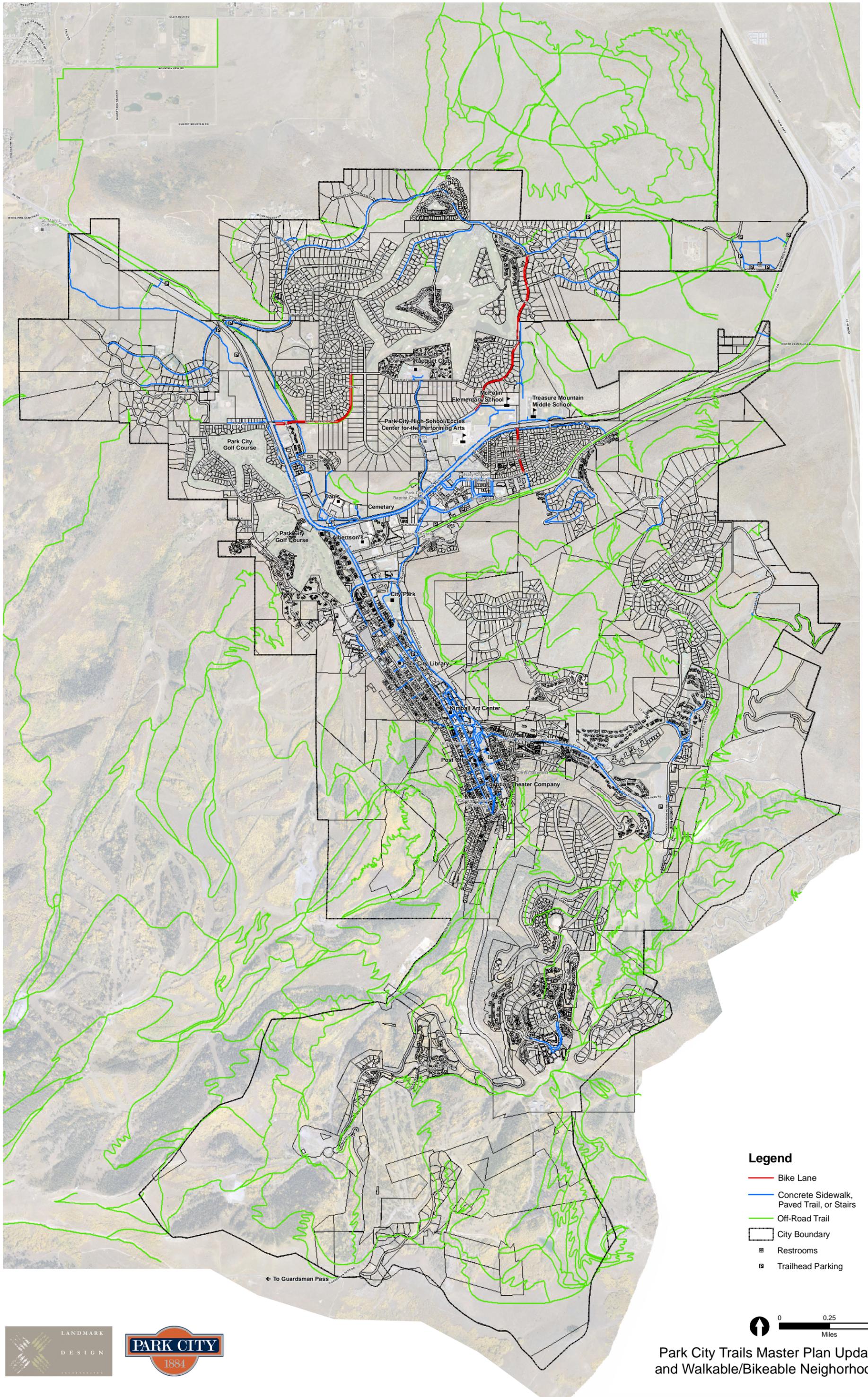
A Public Involvement Plan was specially tailored for the project with the following general objectives:

- To build upon Park City’s legacy of concerned and committed residents;
- To use public involvement to create a community vision for Park City connectivity; and
- To obtain feedback from the community that is representative of each stakeholder group – not just a few outspoken citizens.



Examples of Hiking and Biking on Nearby Backcountry Trails - This Study Focuses on Urban Counterparts

Map 1: Existing Walking, Biking, and Trail System



The following activities were included in the Public Involvement Plan:

- A telephone survey;
- A Middle School open house and workshop;
- A series of neighborhood and community workshops to identify gaps and issues;
- Two Public Forums to review ideas and concepts;
- A Roundtable meeting designed to allow members of the public and planning team to air ideas, questions and concerns prior to plan completion;
- A meeting with the Share the Road committee, a local trails advocacy group;
- A regular review and input by a Steering Committee composed primarily of City Staff; and
- Establishment of a project website.



for walkability and bikeability in Park City in addition to helping identify potential gaps, problems and possible solutions.

A more detailed description of the public involvement process is provided in Appendix A.

3.1.3 Assessment of Existing Walking/Biking Network and Facilities

The Landmark Team compiled a comprehensive inventory of bicycle and pedestrian routes and facilities. As part of this process, the city was divided into three areas for conducting Neighborhood Workshops:

- Park Meadows/Prospector Area
- Thayne's/Resort Area
- Old Town/Deer Valley Area

Next, community assets and facilities that affect walkable and bikeable environments were documented and mapped. These included

specific sites such as Dan's, Albertsons and community schools; districts and zones such as Old Town and the Prospector area; and other elements such as bus routes, bus stops and trailheads (see Map 2).

The Public Involvement Plan was an essential step for obtaining representative input as the study unfolded. In particular, the public process helped formulate an overall vision

3.1.4 Identification and Prioritization of Needs, Gaps and Issues

Utilizing the maps and data from the previous tasks, a list of preliminary issues was developed, primarily utilizing information provided by the public. The maps and information developed during the Public Workshops were the primary basis for this data.

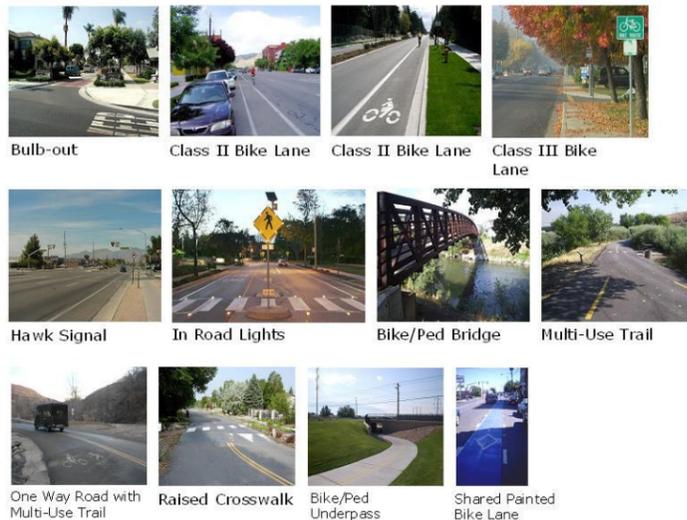
The list was extensive, addressing known and perceived gaps, areas perceived to be unsafe for walking and biking, underserved neighborhoods and places, and possible solutions. Issues not directly related to walkability and bikeability - traffic calming, traffic needs and policy concerns - were documented, as were issues clearly beyond the scope of the project.

The resulting list was organized and presented for additional input and refinement at the first Public Forum meeting, which resulted in a final list of over 100 issues, which were later evaluated according to defined criteria. The ranked issues were then placed into one of five tiers, each generally representing how well a particular issue met the goals of the study.

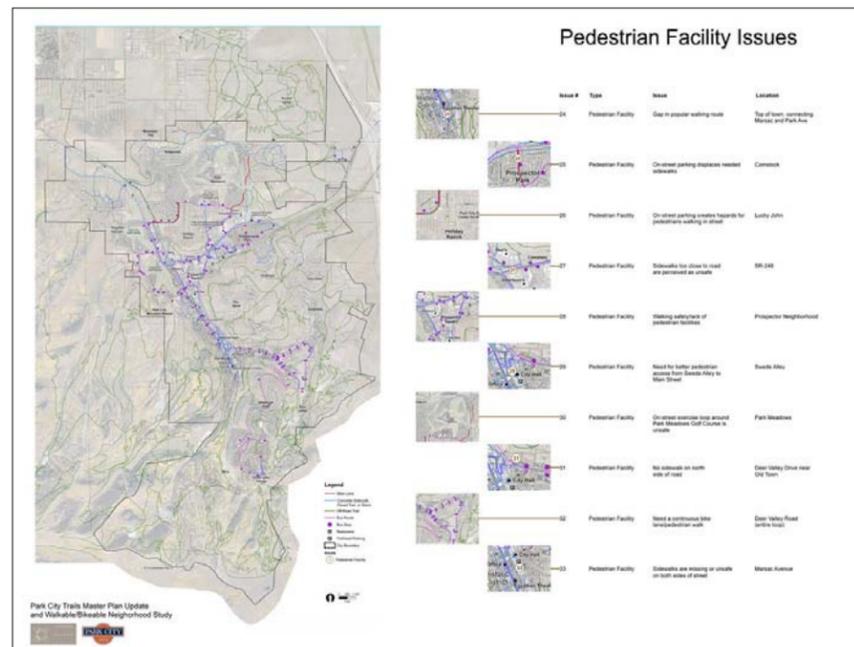
3.1.5 Identification of Project Alternatives and Design Standards

Utilizing the ranked and tiered list of issues, alternative projects were developed for each issue. Issues which best met the

Examples of Alternatives

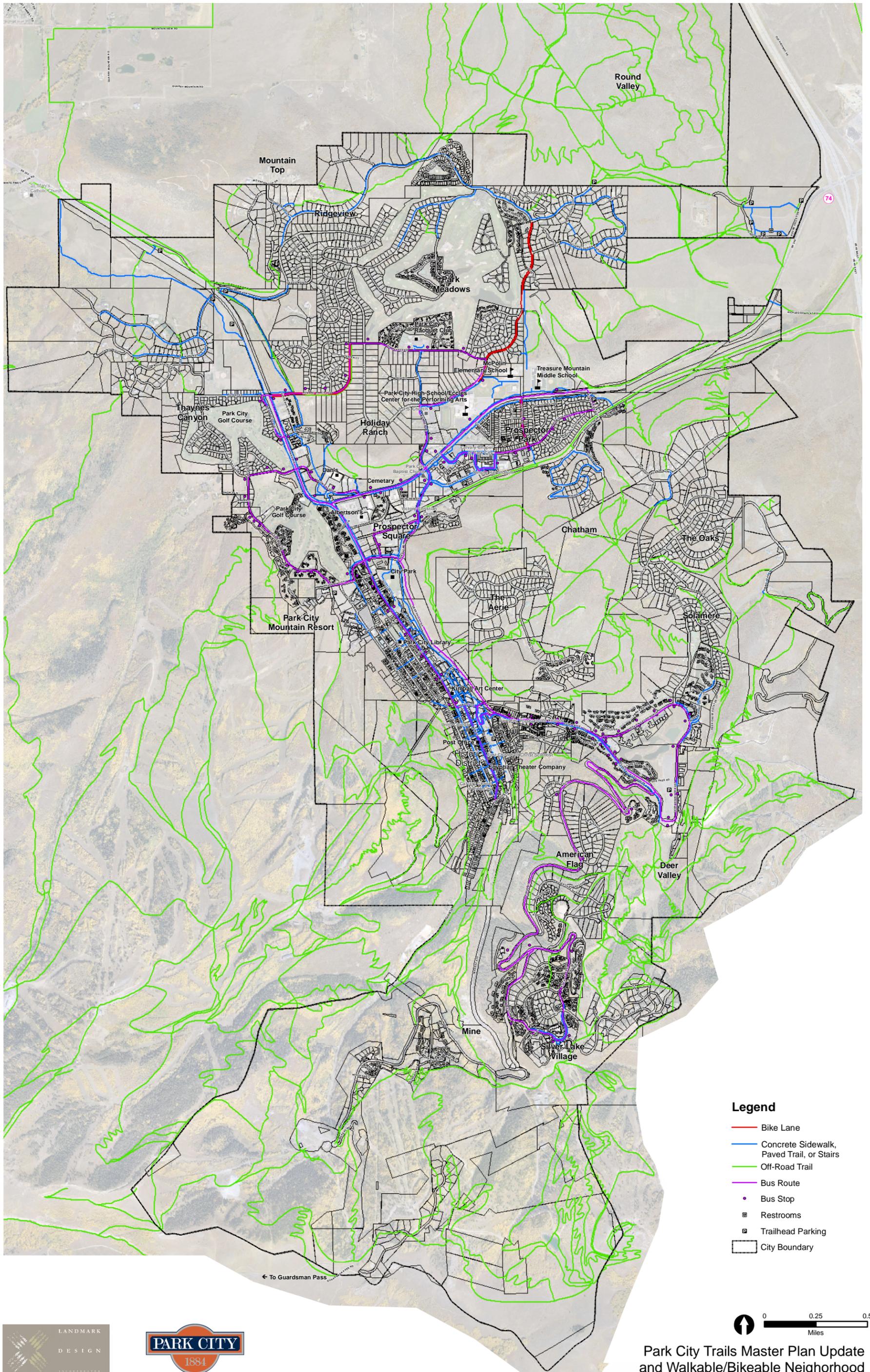


Example of Boards from Public Meetings



Project Website

Map 2: Existing Walking/Biking Destinations & Facilities



Legend

- Bike Lane
- Concrete Sidewalk, Paved Trail, or Stairs
- Off-Road Trail
- Bus Route
- Bus Stop
- Restrooms
- Trailhead Parking
- City Boundary



evaluation criteria (**Tiers One and Two**) received a greater level of design evaluation, while those which ranked lower (**Tiers Three through Five**) received a more cursory, planning-level evaluation. Preliminary alternatives were selected at this stage, according to a set of objective and subjective criteria (see Section 4.3.1 for details). The general objective was to establish a list of preferred actions.

The second Public Forum meeting was held at this stage, providing critical public input and assessment.

3.1.6 Recommended Improvement Projects

The final step was to apply cost and maintenance criteria to the preliminary list of alternatives, resulting in a final list of recommended projects. This resulting Project List includes specific projects to improve each Tier One and Two issue. The net result is a system of comprehensive improvements to improve walking and biking throughout Park City. In addition to this list, an assessment of comparable community approaches, and Level of Service (LOS) options are provided, for consideration by the public and decision-makers as implementation decisions are made.

4.0 Action Plan

4.1 Overview

The following is a detailed description of the process outlined in the preceding approach. The Action Plan encompasses the following elements:

- A detailed description of issues identified during the planning process;
- A description of how the issues were prioritized;
- A list of recommended Capital Projects; and
- A description of how Budgetary and Maintenance goals were applied.

The Action Plan also (1) evaluates the cost efficiency of the recommended projects; (2) addresses public response to the tiered issues and recommended alternatives; (3) compares approaches used by comparable communities for improving and upgrading their urban walking and biking facilities; and (4) presents an optional project lists representing Level of Service (LOS) options.

4.2 Walkability/Bikeability Issues

The locations of the identified issues are illustrated in Map 3. They are described in Table 2.

The types of issues were extensive, encompassing (1) pedestrian facilities; (2) bike facilities; (3) bike/pedestrian facilities; (4) crossings; (5) traffic calming; (6) road improvements; (7) regional coordination; and (8) unclassified issues. Before evaluation criteria were applied, each issue was placed into one of following four categories, helping to separate capital project issues from non-capital issues (see Table 2).

TABLE 1: Issue Categories

Capital Project Issues
Budgetary/Maintenance Issues
Policy Issues
Issues Beyond the Scope of This Project

4.2.1 Capital Project Issues

Capital Project Issues are physical gaps or problems located at specific sites. These issues are large enough to be individually included in Park City’s capital projects budgetary process. Capital Projects are the only types of issues which were evaluated and prioritized, as described below.

Evaluation and Prioritization of Capital Project Issues

Evaluation criteria were established as a series of logical, fair and just “**Goals and Considerations**”.

“**Goals**” are defined as the over-arching principles that define a walkable/bikeable community. The five goals include:

- 1. SAFETY**
Increase pedestrian and bicycle safety.
- 2. EFFICIENCY**
Reduce vehicle trips and/or mitigate traffic.
- 3. ENHANCES REGIONAL CONNECTIONS**
Improve regional mobility along SR-224, SR-248 (Kearns Blvd.), Bonanza Drive, rail trail and other significant regional links.
- 4. ENHANCES LOCAL CONNECTIONS**
Improve intercity mobility and through neighborhoods.
- 5. COST AND MAINTENANCE**
Reduce cost and/or provide the greatest value to taxpayers.

Figures 1 and 2 illustrate the Spine Concept and Neighborhood Linkages upon which Goals 3 and 4 are based.

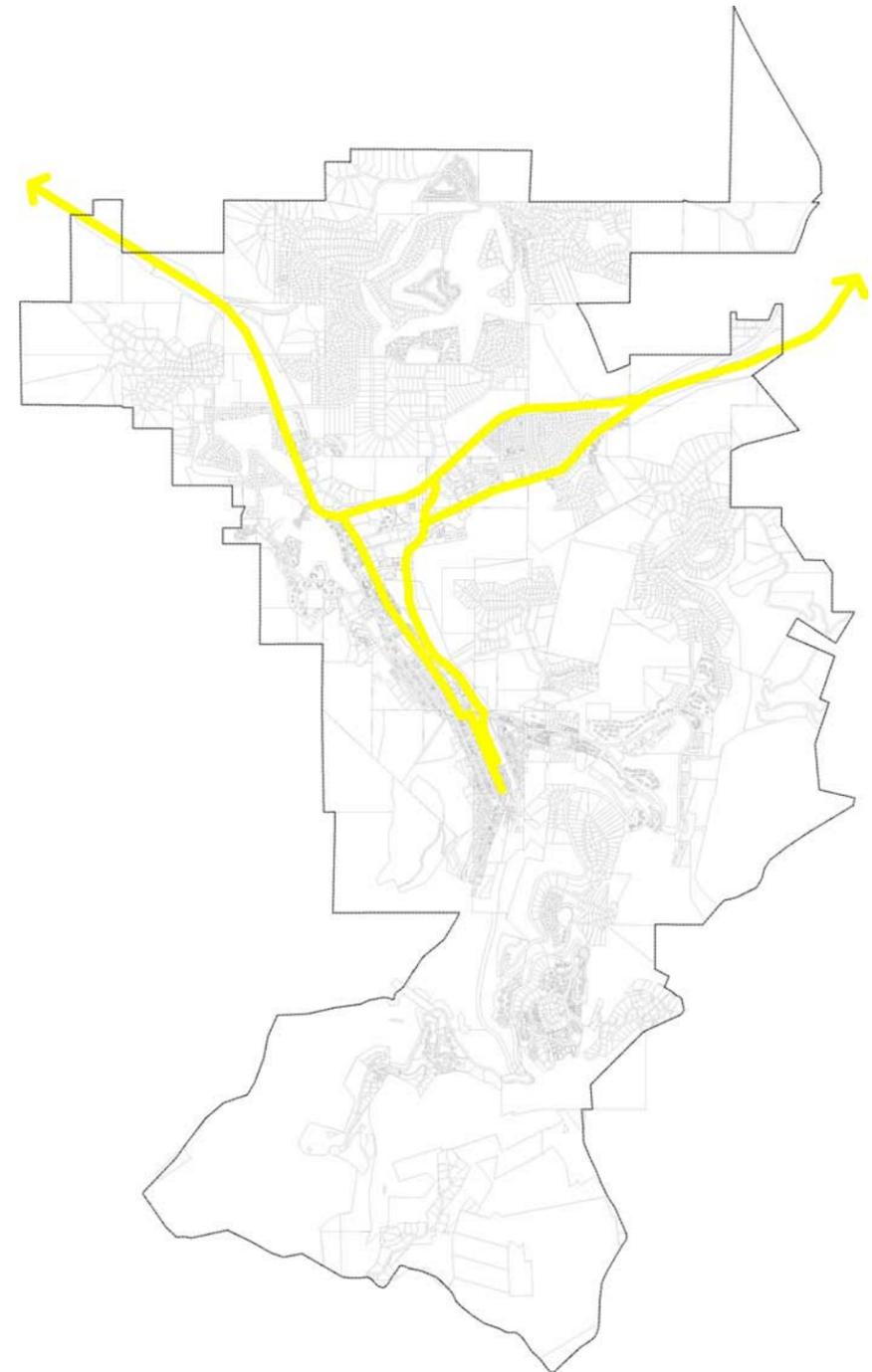
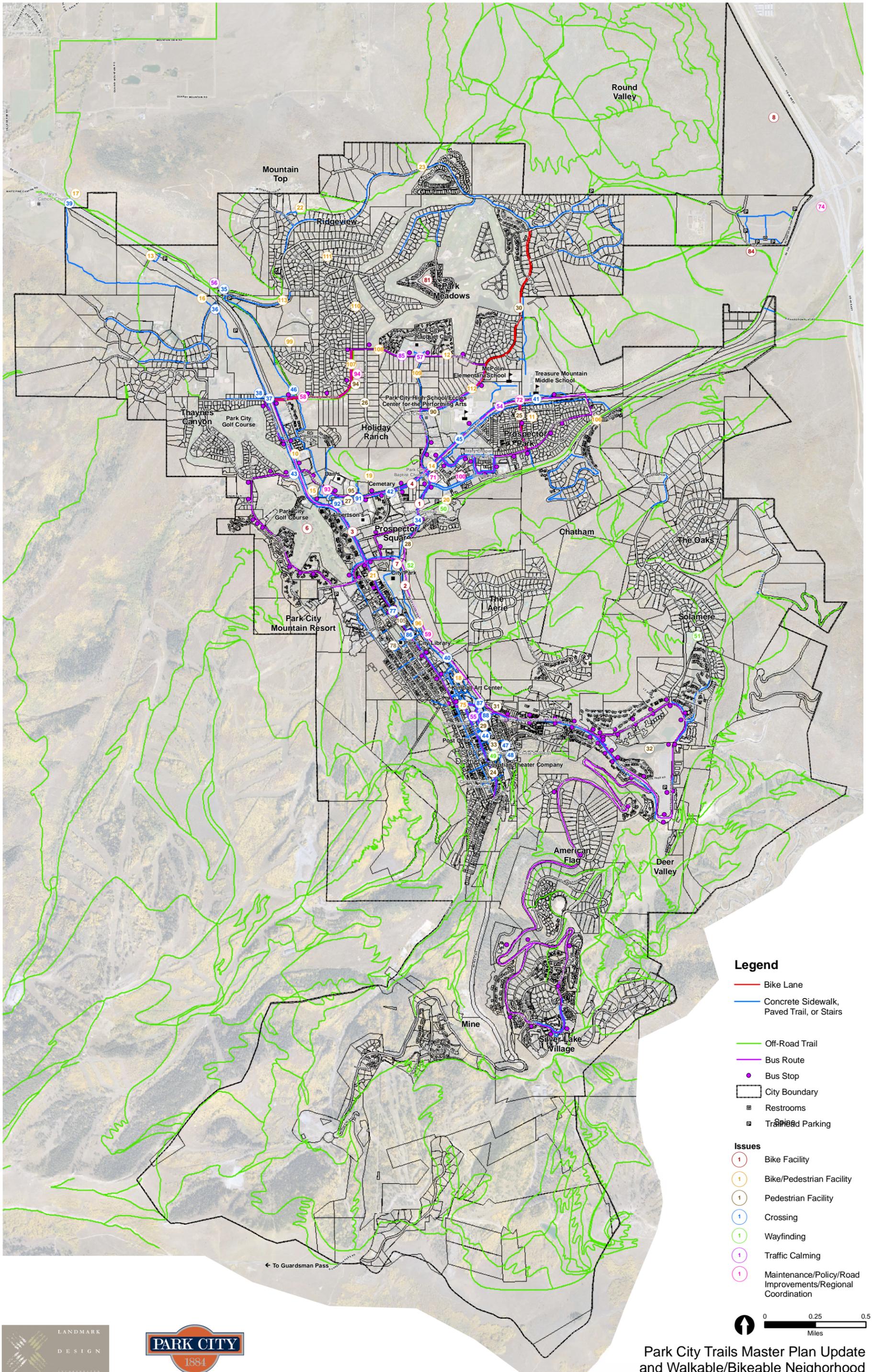


Figure 1 Spine Concept

Table 2: Walking/Biking Issues List

Tier	Issue #	Type	Issue	Location
Capital Projects				
Proposed projects that are intended to solve a specific issue at a precise location and that are large enough in scope that they need to be individually approved and included in the City's capital projects budget process				
I	1	Bike Facility	Lack of bike facility on Bonanza Drive	Bonanza Drive, from Kearns Blvd to Deer Valley Dr
II	2	Bike Facility	Lack of bike facility on Deer Valley Drive	Deer Valley Drive, from Park Ave to Deer Valley
II	3	Bike Facility	Lack of bike facility on Park Ave	Park Avenue, from Kearns Blvd to Old Town
IV	4	Bike Facility	Lack of bike facility on Kearns Blvd	Kearns Blvd, from Park Ave to US 40
V	6	Bike Facility	Incomplete connections between city and mountain trails	Park City Golf Course
II	8	Bike Facility	Lack of bike facility around Round Valley	Round Valley
III	10	Bike/Pedestrian Facility	Lack of alternative route for bikes and pedestrians	Between Prospector Sq. and Payday
V	11	Bike/Pedestrian Facility	Need residential access to Kearns Blvd trail	Doc Holiday & Prospector Park Area as whole
I	12	Bike/Pedestrian Facility	Lack of ped/bike facilities - connect to schools and Racquet Club	Little Kate
II	14	Bike/Pedestrian Facility	Lack of trail connection from Park Meadows to Rail Trail	Park Meadows/Prospector
IV	15	Bike/Pedestrian Facility	Need to connect bike path Olympic Village Plaza	Snow Creek Path near Key Bank & Squatters
V	16	Bike/Pedestrian Facility	Circuitous route for non-recreational users of trail	west side of SR-224
IV	17	Bike/Pedestrian Facility	Gap between county and city trail systems	west side of SR-224 at St. Mary's
V	18	Bike/Pedestrian Facility	Lack of trail connection between Park Ave. and Deer Valley Dr.	Condos on west side of Park Ave.
I	19	Bike/Pedestrian Facility	Gap in existing trail system	Dan's, north of cemetery
I	20	Bike/Pedestrian Facility	No access to Rail Trail from Iron Horse Condos	Bridge across Poison Creek at condos
III	21	Bike/Pedestrian Facility	Inadequate sidewalks/bike trails on both sides of street	Park Ave. - Silver King to Heber Ave
V	22	Bike/Pedestrian Facility	Illegal parking on street blocks safe/continuous walking/cycling	Eagle Head Drive (north Park Mead.)
V	23	Bike/Pedestrian Facility	Lack of parking at Cove Trail Head	Meadows Drive at Cove Trail Head
V	24	Pedestrian Facility	Gap in popular walking route	Top of town connecting Marsac and Park Ave.
II	25	Pedestrian Facility	On-street parking displaces needed sidewalks	Comstock
V	26	Pedestrian Facility	On-street parking creates hazards for pedestrian walking in street	Lucky John
III	27	Pedestrian Facility	Sidewalks too close to road are perceived as unsafe	SR-248
I	28	Pedestrian Facility	Need to improve walking safety with more pedestrian facilities	Prospector neighborhood
III	29	Pedestrian Facility	Need for better pedestrian access from Swede Alley to Main St.	Swede Alley
V	30	Pedestrian Facility	On-street exercise loop around Park Meadows Golf Course is unsafe	Park Meadows
III	31	Pedestrian Facility	No sidewalk on north side of road	Pedestrian Facility
IV	32	Pedestrian Facility	Need a continuous bike lane /pedestrian walk	Deer Valley Road (entire loop)
II	33	Pedestrian Facility	Sidewalks are missing or unsafe on both sides of street	Marsac Avenue
I	34	Crossing	Unsafe ped/bike crossing of Bonanza Drive	Bonanza Drive, Poison Creek Trail to Rail Trail
V	35	Crossing	Unsafe trail crossing of Meadows Drive	Meadows Drive, east side of SR-224
V	36	Crossing	Unsafe ped/bike/ski crossing of Meadows Drive	Meadows Drive, west side of SR-224
I	37	Crossing	Unsafe ped/bike crossing of SR-224	Payday Drive/Holiday Ranch Loop Rd
V	38	Crossing	Unsafe ed/bike/ski crossing of Payday Drive	Payday Drive/Holiday Ranch Loop Rd
V	39	Crossing	Lack of ped/bike/ski crossing of SR-224 near St. Mary's Church to connect east and west side trails	SR 224 near St. Mary's church
I	40	Crossing	Confusing connection between Aerie and Poison Creek Trails	Deer Valley Drive
I	41	Crossing	Unsafe ped/bike crossing of SR-248 near schools	SR-248, eastern end near schools
I	42	Crossing	Unsafe ped/bike crossing of SR-248 near west end	SR-248, western end between Park Ave and Bonanza
V	43	Crossing	Unsafe ped/bike/ski crossing of Thayne's Drive	Thayne's Drive at trail crossing
IV	44	Crossing	Unsafe pedestrian crossing of Swede Alley at China Bridge parking structure	Swede Alley at China Bridge
I	45	Crossing	Students crossing SR-248 unsafely	High school
III	47	Crossing	Unsafe/ difficult to cross street	Marsac Ave./ Shorty's Stairs
III	48	Crossing	Unsafe/ difficult to cross street	Marsac Ave./ Wasatch & Ontario Stairs
V	54	Traffic calming	Cut through traffic in Prospector Area	from SR-248
V	55	Traffic calming	Congestion in Old Town	Main Street/Swede Alley
V	56	Traffic calming	Vehicles speeding as they enter Park City	SR-224
IV	57	Traffic Calming	Unsafe intersection	Monitor/Little Kate (at Racket Club)
V	71	Road improvements	Left-turning traffic on both roads backs up considerably	Bonanza Drive & Prospector intersection
II	72	Road improvements	Congestion at schools	Schools
V	73	Regional Coordination	Lack of connection between city trails and county trails	Regional
IV	74	Regional Coordination	Park and ride at SR-248 and Hwy 40	SR-248 and Highway 40
IV	75	Bike/Pedestrian Facility	Need traffic signal like "Freemont Street" that allows all bikes and pedestrians to go through the intersection at once	Main Street/Heber Intersection
V	76	?	Build gondola that stops at key destination points throughout City	Citywide
IV	77	Crossing	Need to improve crossing	Park Avenue at the Skate Park
III	78	Pedestrian Facility	Need sidewalks and bike facilities in Old Town (Woodside, Norfolk, Empire)	Old Town
V	81	Bike Facility	Lack of bike facility - sign and stripe bike route	Park Meadows loop
IV	84	Bike Facility	Need paved connection between Rail Trail and N.A.C.	Richardson's Flat Road
IV	85	Traffic calming	Little Kate needs traffic calming	Little Kate
III	86	Crossing	Need improved crossing	Park Avenue at Library built-out
III	87	Crossing	Need improved crossing	Poison Creek Trail along Deer Valley Drive, crossing of Heber as you turn right onto Swede Alley
III	88	Crossing	Need improved crossing	From Transit Center across Swede Alley
II	90	Pedestrian Facility	Gap in sidewalk/trail in front of LDS Church	Lucky John, east of Monitor
I	91	Crossing	Unsafe crossing	Holiday Village between Dan's & Albertson's
II	92	Crossing	No access to crosswalk at 224/248 - need safe connections through this area	By Albertson's
III	94	Pedestrian Facility	Need access to Bridal Veil Trail	Holiday Ranch
V	96	Bike/Pedestrian Facility	Need trail connection along east side of Deer Valley Drive	Deer Valley Drive
V	99	Bike/Pedestrian Facility	Need neighborhood access to trail without using Holiday Ranch Loop Racetrack	Holiday Ranch, North of Creek Drive
III	105	Pedestrian Facility	Gap in sidewalk	Park Avenue south of City Park entrance, east side of street
V	106	Bike/Pedestrian Facility	Unsafe crossing of Rail Trail at Wyatt Earp Way	Intersection of Wyatt Earp Way and Rail Trail
IV	107	Bike/Pedestrian Facility	Need safe bike/ped facilities	SR-224 to Little Kate on Holiday Ranch Loop Road
I	108	Bike/Pedestrian Facility	Need safe bike/ped facilities	Holiday Ranch Loop Road to Monitor Dr. on Little Kate
I	109	Bike/Pedestrian Facility	Need safe bike/ped facilities	Little Kate to Kearns Blvd. on Monitor Drive
V	110	Bike/Pedestrian Facility	Need safe bike/ped facilities	Little Kate to American Saddler on Lucky John Drive
V	111	Bike/Pedestrian Facility	Need safe bike/ped facilities	Lucky John to Meadows Drive on American Saddler
III	112	Bike/Pedestrian Facility	Need safe bike/ped facilities	Monitor to where road changes to Meadows Drive on Lucky John Drive
V	113	Bike/Pedestrian Facility	Need safe bike/ped facilities	American Saddler to SR-224 on Meadows Drive
Budgetary/Maintenance Issues				
Projects that are smaller in scope than "Capital Projects" and can more efficiently be implemented with funding through general fund and budgetary process				
	5	Bike Facility	Need more bike racks and facilities	Citywide, but at major destinations.
	7	Bike Facility	Inadequate accessibility	Poison Creek Trail
	13	Bike/Pedestrian Facility	Poor drainage at underpass	McPolin Farm
	46	Crossing	Poor bike connection across curb to trail system	Cyclocross Park/Holiday Ranch Loop Rd
	49	Wayfinding	Poor signage for pedestrians in Old Town	Old Town
	50	Wayfinding	Poor signage for Rail Trail	Old Town/Rail Trail
	51	Wayfinding	Poor signage on recreational trails	Solamere
	52	Wayfinding	Cyclists do not know when/how to access Poison Creek Trail	Deer Valley Road/ 10th Street
	53	Wayfinding	Cyclists and pedestrians do not know how to access major trail system	City-wide, esp. near "spines"
	58	Maintenance (Improvement)	Unsafe - Remove existing rumble strip on bike lane	Holiday Ranch Loop Road
	59	Maintenance	Poor winter maintenance of sidewalks	Deer Valley Drive
	60	Maintenance	Poor maintenance of sidewalks	Citywide
	61	Maintenance	On-road bike lanes are hazardous due to poor repairs	Citywide
	62	Maintenance	On-road bike lanes are not maintained	Citywide
	66	Policy	On-road bike lanes are not visible enough	Citywide
	67	Policy (Traffic calming)	Excessive vehicle speeds and disregard for pedestrians and bikers	Citywide
	68	Policy (Improvement)	Poor visibility of pedestrian crossings	Citywide
	69	Policy (Improvement)	Lack of awareness by drivers for pedestrians	Citywide
	70	Policy (Improvement)	Unsafe pedestrian crossings of roadways	Citywide
	93	Maintenance	Snow Creek Trail is not plowed in winter	Snow Creek Drive
	95	Pedestrian Facility	248/Snow Creek area not meeting ADA standards for connection and maintenance	Snow Creek/248
	100	Maintenance	North side of Prospector Avenue - sidewalks plowed over from parking lots	Prospector Avenue
Policy Issues				
Items that are not "projects" in that they are not elements that can be built, but instead can be addressed through City policies, regulations, ordinances, etc.				
	63	Policy	Lack of pedestrian facilities in new development	Citywide
	64	Policy	Lack of pedestrian facilities in existing development	Citywide
	65	Policy	Lack of sufficient budget for trail maintenance	Citywide
	79	Policy	Need to promote and market cycling in Park City	Citywide
	89	Policy	Need to use open space money or future bond money to buy additional property or easements to create off-street bike/ped lanes or critical trail connections	Citywide
	82	Policy	Need to promote walking/biking to school by improving facilities	Citywide
	83	Policy	Need to promote park and ride lots for people to bike into city	Citywide
	94	Policy	Need public access to Bridle Veil Trail	Park Meadows - changing plat notice of subdivision
Outside the Scope of This Project				
Projects or policies that do not fit within the walkable, bikeable, or trails scope of this project				
	101	Policy	Need to expand park and ride lots outside of City (as during Olympics)	Citywide
	102	Policy	Need to improve transit - Reverse bus route in Park Meadows or a few buses in morning hours for students	Park Meadows
	103	Policy	Access to transit - Reverse bus route in Park Meadows or a few buses in morning hours for students	Park Meadows
	104	Policy	Stricter enforcement of leash laws needed	Citywide

Map 3: Location of Walking/Biking Issues



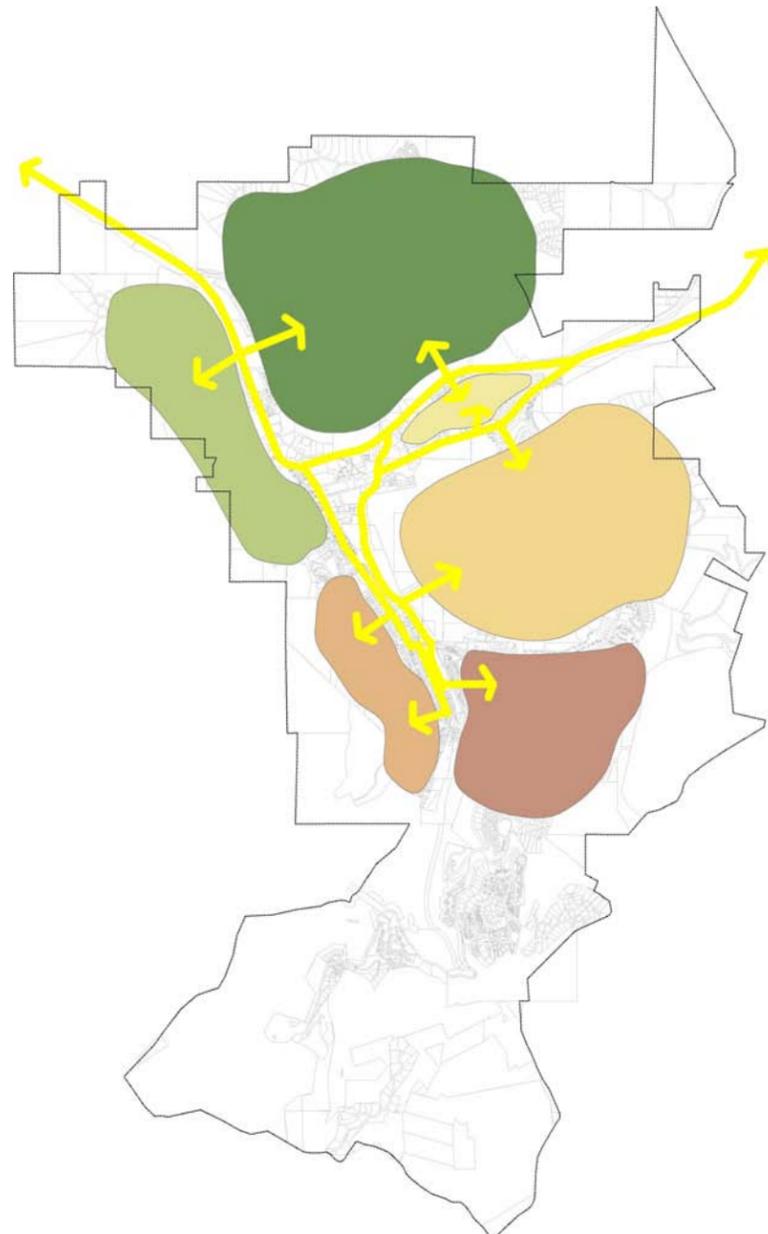


Figure 2 Linking Neighborhoods to “Spine”

“Considerations” are factors that must be satisfied in order to assure the success of the goals.

The considerations for each goal follow:

Considerations of Goal 1: SAFETY

- Facilitates access to schools.
- Facilitates access to shopping and work.
- Facilitates access to transit.
- Improves or eliminates crossings on busy roads.

- Fixes gaps and provides continuity on trails and sidewalks.
- Considerations of Goal 2: EFFICIENCY**
- Connects major thoroughfares and neighborhoods.
 - Connects regional trails and paths.
 - Facilitates access to schools.
 - Facilitates access to shopping and work.
 - Facilitates access to transit.
 - Supports walkable/bikeable community design.
 - Fixes gaps and provides continuity on trails and sidewalks.
 - Serves a large number of users.
 - Maximizes underutilized, existing facilities.
 - Provides added value by solving other traffic and transportation issues.

- Considerations of Goal 3: ENHANCE REGIONAL CONNECTIONS**
- Connects major thoroughfares and neighborhoods.
 - Connects regional trails and paths.
 - Facilitates access to schools.
 - Facilitates access to shopping and work.
 - Facilitates access to transit.
 - Improves or eliminates crossings on busy roads.
 - Fixes gaps and provides continuity on trails and sidewalks.
 - Serves a large number of users.
 - Maximizes underutilized, existing facilities.

- Considerations of Goal 4: ENHANCE LOCAL CONNECTIONS**
- Connects major thoroughfares and neighborhoods.
 - Facilitates access to schools.
 - Facilitates access to shopping and work.
 - Facilitates access to transit.
 - Supports walkable/bikeable community design.
 - Improves or eliminates crossings on busy roads.
 - Fixes gaps and provides continuity on trails and sidewalks.
 - Provides added value by solving other transportation issues.
 - Maximizes underutilized, existing facilities.

- Considerations of Goal 5: COST AND MAINTENANCE**
- Is a feasible and cost effective solution.

- Is maintainable once implemented.
- Provides added value by solving other transportation issues.
- Serves a large number of users.
- Maximizes underutilized, existing facility opportunities.
- Works with existing roadway and transit configurations.

Definitions of the various “Considerations” are provided in Figure 3.

Prioritization Process

The first four Goals - Safety, Local Connections, Regional Connections and Efficiency – and their corresponding Considerations were applied to each issue in a binary fashion, resulting in a preliminary ranking of issues. Each ranked issue was then placed into one of five tiers, depending on the composite score. The issues with the highest scores gravitated to Tiers One and Two, while Tiers Three through Five contained progressively low-ranked issues. A copy of the worksheet used to evaluate issues is provided in Appendix B.

Once the preliminary list of ranked issues was developed, a range of project alternatives or improvements were generated for each. The level of detail upon which the alternatives were based is in large part a result of their ranking. For example, issues contained in Tier One and Two better met the goals of the project, and therefore received a more detailed assessment. In comparison, issues contained in Tiers Three through Five received a more cursory or planning level of assessment, reflecting the overall lower ranking of these issues

Once project alternatives were developed for each issue, preliminary alternatives were selected for Tiers one and Two, based on the following considerations:

- Spreads improvements across the community, improving the walking/biking system comprehensively;
- Provides consistent solutions relative to other issues;
- Minimizes the need for private property acquisition by the City;
- More likely to be implemented than other alternatives given constrained resources;
- Considers historic Park City funding for similar projects;
- Does not preclude future larger-scale improvements;
- Incorporates industry and professional standards;
- Likely to be approved by related entities such as UDOT.

Figure 3: Walkability/Bikeability Considerations

Detailed Definitions:

Facilitates access to schools

- Located within one mile of school zone
- Includes either walking or biking improvement

Facilitates access to shopping and work

- Located on route near shopping (Albertson's/Dan's) or work (Downtown, etc.)
- Includes either walking or biking improvement

Facilitates access to transit

- Located along or near a bus route or bus stop

Improves or eliminates crossings on busy roads

- Busy roads include highways and other primary routes to and through town
- Does not generally include local roads or residential neighborhood roads.

Fixes gaps and provides continuity on trails and sidewalks

Connects major thoroughfares and neighborhoods

- Provides pedestrian/ bicycle link between neighborhoods and SR-224, SR-248 (Kearns Blvd.), Bonanza Drive, etc.

Connects regional trails and paths

- Provides pedestrian/ bicycle link to regional "spines", which include SR-224, SR-248 (Kearns Blvd.), Rail Trail and Poison Creek Trail

Supports walkable/ bikeable community design

- Located within or near a neighborhood that is mixed-use, dense, and small in scale (Old Town, for example). Large lot residential neighborhoods and neighborhoods with poorly-connected and winding road systems do not meet this criteria.

Serves a large number of users

- Located within or near neighborhoods that are dense and mixed-use (includes Old Town and higher-density residential areas)
- Located within close proximity to major destinations (living, shopping, working, schools, etc.)

Maximizes underutilized, existing facilities

- Builds upon or enhances an existing walking or biking facility
- Is not a "stand-alone" or unconnected improvement

Provides added value by solving other traffic and transportation issues

4.2.2 Budgetary/Maintenance Issues

This category contains fewer issues than Capital Project Issues. Due to the broad and non-site-specific nature of these issues, it is felt that they can be more efficiently implemented with funding through general fund and budgetary processes.

4.2.3 Policy Issues

These are not projects, in that they elements that can be built. Instead, these issues represent actions that can be achieved through City policies, regulations and ordinances, and should be addressed through the Walkability and Bikeability element of the Park City Trails Master Plan.

4.2.4 Issues Beyond the Scope of This Project

These are issues that do not fit within the scope of this project, and are not addressed in this study.

4.3 Recommended Capital Projects

The recommended Project List represents an expenditure of approximately \$1.5 million, which is envisioned to be implemented during the five year CIP budget period. The recommended Project List includes improvement projects for each Tier One and Two Issue, spreading improvements comprehensively throughout the city amongst the highest-ranked projects. The approach avoids a focus on singular solutions, and a concentration of limited resources on few issues.

Although no specific priority is suggested for implementing the recommended Project List, each project should be reviewed in greater detail to maximize the potential to leverage with other future improvement projects. Likewise, more extensive solutions not in the recommended Project List should not be disregarded if opportunities arise for implementation as part of other projects.

4.3.1 How the List of Recommended Capital Projects was Developed

Once the list of issues was prioritized into tiers, preliminary alternatives were selected prior to application of Goal and Considerations Five (Cost and Maintenance). The preliminary alternatives were selected according to the following factors:

- Provides consistent solutions relative to other issues;
- Minimizes the need for private property acquisition by the City;
- More likely to be implemented than other alternatives

given constrained resources;

- Does not preclude future larger-scale improvements;
- Incorporates industry and professional standards; and
- Likely to be approved by related entities such as UDOT.

This approach spreads likely funding resources amongst the highest-ranked issues, improving walking and biking throughout Park City on a comprehensive basis. An estimate of past city expenditures on Trails Master Plan funding was used to help determine likely resource levels which would be available for implementing the alternatives. This information provided a baseline of reasonable expectations for funding future walking and biking improvements in the city. In short, alternatives that were obviously well beyond historic expenditures were generally avoided. The planning team felt it was unreasonable to focus on costly alternatives without a strong indication of willingness for a major shift in policy and funding for such projects.

In addition to the above factors, the consulting team attempted to make a general assessment of the efficiency of the alternative relative to cost. To do this, the score for **Goal 2 - Efficiency** for each issue was divided into the estimated cost for the preferred alternative. This gave a “cost/efficiency” ratio, which is a broad measure of all of the efficiency considerations and cost. The results of this assessment are shown in Appendix C.

Once the preliminary list of preferred alternatives was selected and reviewed by the public, Goal Five (Costs and Maintenance) and its corresponding considerations were applied in binary fashion, as follows:

Goal 5: COST AND MAINTENANCE – Reduce cost and/or provide the greatest value to tax payers.

Considerations:

- Is a feasible and cost effective solution.
- Is maintainable once implemented.
- Provides added value by solving other transportation issues.
- Serves a large number of users.
- Maximizes underutilized, existing facility opportunities.
- Works with existing roadway and transit configurations.

Once this goal had been applied, each issue received a new overall ranking, with some issues gravitating up the tiers, and others gravitating downward. Figure 4 illustrates the Tier One and Two alternatives which compose the Preferred Project List. Figure 5 illustrates Tier 3-5 issues and alternatives. Map 4 illustrates the location of the Preferred Project List in relation to the proposed walking/ biking “spine” system.

4.3.2 Public Response

Public input received during the second Public Forum and the follow-up Roundtable meeting was generally critical of the recommended project list, and to a lesser degree, the methods by which the issues were ranked and tiered. Some members of the public expressed a concern that the Preferred Project List was narrowly defined, and therefore insufficient to meet a more expansive walking and biking vision for Park City, which they assumed. Others expressed a concern that safety was the most important goal, and should receive greater consideration in the development of priorities.

The planning team concedes that in this context, some alternatives may be inadequate, and that more extensive alternatives may be desirable. In an attempt to address this concerns, additional assessments were carried out, as described in sections 4.3.3 - 4.3.5.

4.3.3 Comparable Community Funding Assessment

A review of programs and corresponding funding for similar improvements in comparable communities was conducted in order to compare annual capital expenditures and to provide some context as to Park City’s historic trails spending. Ten cities were contacted and asked what their annual overall trails/walkable community expenditures have been, and how much of they rely on grant money for these types of projects. In addition, operations and maintenance costs were inquired about as well. Enquiries were made to the following ten communities. Unfortunately, only three of the jurisdictions had provided comparative information as of March 16, 2007.

- | | |
|---------------------|-----------------------|
| • Bend, Oregon | • Telluride, Colorado |
| • Tucson, Arizona | • Durango, Colorado |
| • Boulder, Colorado | • Moab, Utah |
| • Vail, Colorado | • Ketchum, Idaho |
| • Aspen, Colorado | • Jackson, Wyoming |

Figure 4: Issues and Alternatives – Tiers I and II

TIER	ISSUE NUMBER	ISSUE/LOCATION	ALTERNATIVES	CAPITAL COST	TOTAL COST	ANNUAL O & M COST
I	34	 <p>Unsafe pedestrian/bike crossing of Bonanza Drive</p>	<ul style="list-style-type: none"> a Lights in surface of road to draw drivers' attention to crossing b Raised crosswalk to slow vehicles and call attention to crossing c Pedestrian activated signal that stops vehicle traffic on Bonanza Dr. d New overpass e New underpass f Barrier such as fencing to funnel bikers/peds to cross at one point g Improve existing sidewalk on east side of Bonanza to 8' asphalt trail 	<ul style="list-style-type: none"> \$18,000 \$3,000 \$125,000 \$1,850,000 \$2,760,000 \$37,000 \$82,000 	\$244,000	<ul style="list-style-type: none"> \$1,000 \$300 \$2,700 \$1,700 \$1,700 \$500 \$800
I	41 45	 <p>Unsafe pedestrian/bike crossing of SR-248 near schools</p>	<ul style="list-style-type: none"> a Install a Hawk Beacon pedestrian signal at existing crossing between LDS seminary and high school b New overpass c New underpass d Barrier such as fencing to funnel bikers/peds to cross at one point e New parking near high school to minimize SR-248 crossings f Parking sticker program for neighborhood residents only. g Coordinate with PC Transit to encourage use of public transit 	<ul style="list-style-type: none"> \$125,000 \$1,910,000 \$3,050,000 \$72,000 \$300,000 N/A N/A 	\$197,000	<ul style="list-style-type: none"> \$2,700 \$1,800 \$1,800 \$2,100 \$15,000 \$30,000 10,000
I	12 108	 <p>Lack of bike/pedestrian facilities – connect to schools & Racquet Club</p>	<ul style="list-style-type: none"> a Re-stripe "edge of roadway" lines to approx 8' buffer on north side of road b Add 5' sidewalk on north side of Little Kate from Holiday Ranch Loop to existing Monitor Dr. sidewalk. Fill in gap in sidewalk at LDS church. c Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path d Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement e Add 5' sidewalk entire length of Little Kate within existing ROW on north side and east side of Lucky John from Little Kate to school drop off f Implement one-way roads with striped bike/ped only in opposing lane g Pedestrian "share the road" campaign h Traffic calming to slow vehicle traffic in neighborhood 	<ul style="list-style-type: none"> \$2,400 \$163,200 \$1,341,000 \$1,520,000 \$325,000 \$10,060 \$30,000 \$85,000 	\$325,000	<ul style="list-style-type: none"> \$15,400 \$8,000 \$15,400 \$15,400 \$15,400 \$15,200 \$2,000 \$1,800
I	42 91	 <p>Unsafe pedestrian/bike crossing of SR-248</p>	<ul style="list-style-type: none"> a Painted crosswalk across SR-248 at Snow Creek Drive b In-roadway lights with crosswalk at Snow Creek Drive c Street lighting at proposed crosswalk location at Snow Creek Drive d Pedestrian signal at proposed crosswalk location at Snow Creek Drive e New overpass f New underpass g Wayfinding signage to direct pedestrians to cross at Park Ave/Kearns Blvd intersection 	<ul style="list-style-type: none"> \$500 \$25,000 \$10,000 \$125,000 \$1,910,000 \$3,050,000 \$900 	\$900	<ul style="list-style-type: none"> \$50 \$1,200 \$1,000 \$2,700 \$1,800 \$1,800 \$50

Figure 4 (cont'd): Issues and Alternatives – Tiers I and II

TIER	ISSUE NUMBER	ISSUE/LOCATION	ALTERNATIVES	CAPITAL COST	TOTAL COST	ANNUAL O & M COST
II	1	 <p>Lack of bike facility on Bonanza Drive</p>	<p>a Multi-use path separate from road</p> <p>b On street bike facility (overlapping lanes with painted pavement)</p>	<p>\$595,000</p> <p>\$20,000</p>	<p>\$20,000</p>	<p>\$5,500</p> <p>\$700</p>
II	40	 <p>Confusing connection between Aerie & Poison Creek Trails across Deer Valley Drive</p>	<p>a Painted crosswalk on Deer Valley Drive</p> <p>b Raised crosswalk on Deer Valley Drive</p> <p>c Painted crossing and pedestrian signal indicating crossing on Deer Valley Drive</p> <p>d New overpass over Deer Valley Drive to connect to Aerie Dr.</p> <p>e New underpass under Deer Valley Drive</p> <p>f Install new sidewalk on west side of Deer Valley Drive from 9th Street to Aerie Drive</p> <p>g Wayfinding signage to direct riders to correct crossing point(s)</p>	<p>\$500</p> <p>\$5,000</p> <p>\$125,000</p> <p>\$1,980,000</p> <p>\$3,420,000</p> <p>\$156,000</p> <p>\$900</p>	<p>\$900</p>	<p>\$50</p> <p>\$500</p> <p>\$2,700</p> <p>\$1,900</p> <p>\$1,900</p> <p>\$1,700</p> <p>\$50</p>
II	90	 <p>Gap in sidewalk/trail in front of church</p>	<p>a Realign sidewalk for improved connectivity to trail</p>	<p>\$78,000</p>	<p>\$78,000</p>	<p>\$900</p>
II	20	 <p>No access to Rail Trail from Iron Horse Condos</p>	<p>a Culvert inserted in creek to provide bike/ped crossing</p> <p>b Bike/pedestrian bridge structure over Poison Creek</p>	<p>\$35,000</p> <p>\$85,000</p>	<p>\$85,000</p>	<p>\$300</p> <p>\$300</p>

Figure 4 (cont'd): Issues and Alternatives – Tiers I and II

TIER	ISSUE NUMBER	ISSUE/LOCATION	ALTERNATIVES	CAPITAL COST	TOTAL COST	ANNUAL O & M COST
II	25	 <p>On-street parking displaces needed sidewalks</p>	<p>a New sidewalk on east side of Comstock - Eliminate on-street parking one side of street</p>	\$185,000	\$185,000	\$4,400
II	28	 <p>Prospector neighborhood needs safer pedestrian facilities</p>	<p>a New paved trail separated from the road on one side of all through-streets in neighborhood</p> <p>b Add sidewalk on one side of street within existing right-of-way</p> <p>c Implement one-way roads with striped bike/ped only in opposing lane (Wyatt Earp and Buffalo Bill)</p> <p>d Pedestrian "share the road" campaign</p> <p>e Traffic calming to slow vehicle traffic in neighborhood</p> <p>f Tunnel under Kearns Blvd. at Comstock intersection</p>	<p>\$6,510,000</p> <p>\$1,870,000</p> <p>\$2,500</p> <p>\$30,000</p> <p>\$129,000</p> <p>\$3,050,000</p>	\$2,500	<p>\$44,500</p> <p>\$44,500</p> <p>\$300</p> <p>\$2,000</p> <p>\$2,800</p> <p>\$1,800</p>
II	37	 <p>Unsafe pedestrian/bike crossing of SR-224</p>	<p>a Install countdown timer on existing signal at intersection</p> <p>b New overpass over SR-224</p> <p>c New underpass under SR-224</p>	<p>\$2,000</p> <p>\$2,000,000</p> <p>\$3,490,000</p>	\$2,000	<p>\$300</p> <p>\$1,900</p> <p>\$1,900</p>

Figure 4 (cont'd): Issues and Alternatives – Tiers I and II

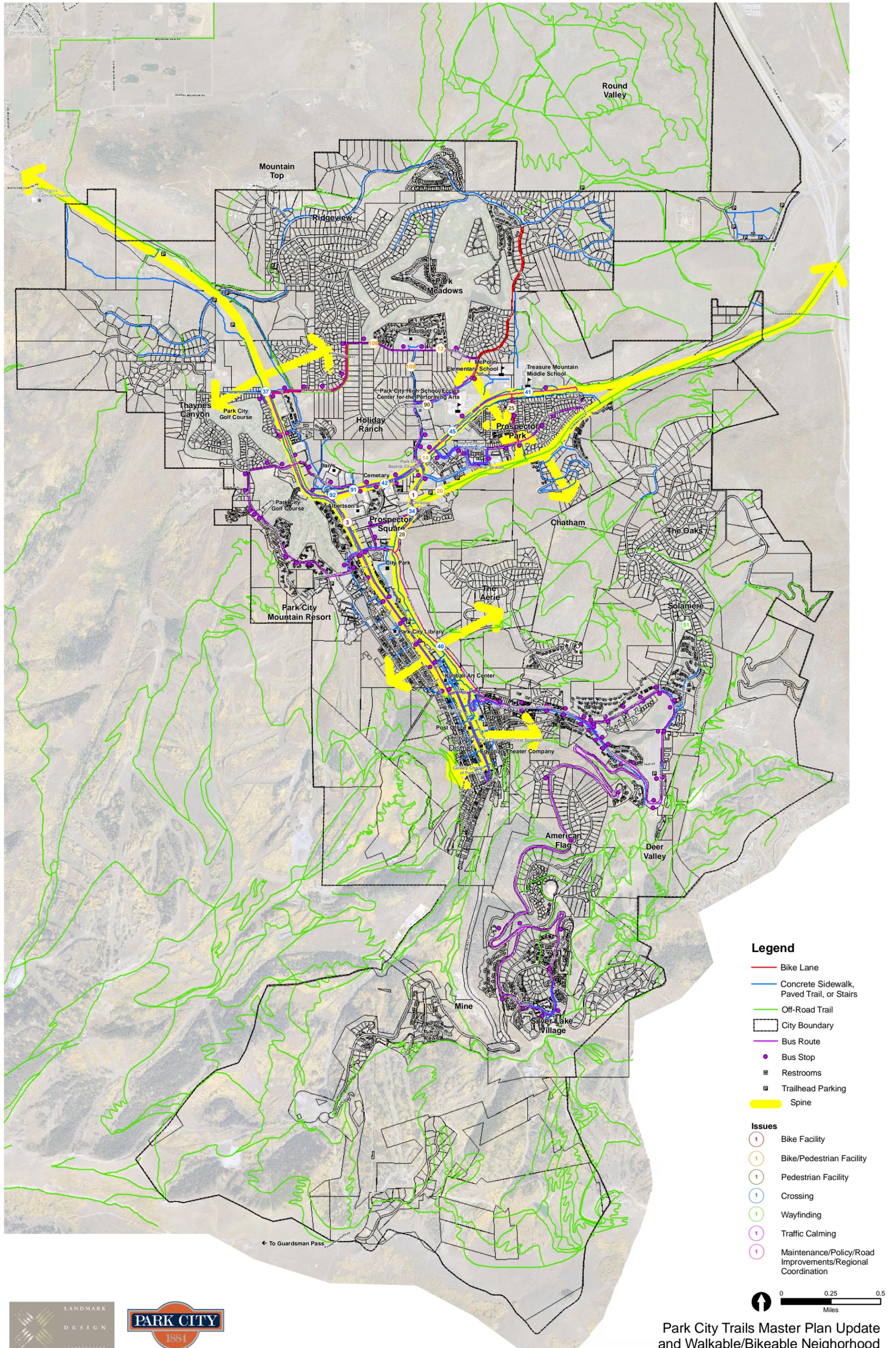
TIER	ISSUE NUMBER	ISSUE/LOCATION	ALTERNATIVES	CAPITAL COST	TOTAL COST	ANNUAL O & M COST
II	14	 <p>Lack of trail connection from Park Meadows to Rail Trail</p>	<p>a New trail from Park Meadows to Rail Trail</p> <p>b Stripe and sign bike lane through school road system to Comstock intersection</p>	<p>\$337,000</p> <p>\$2,500</p>	<p>\$200</p>	<p>\$2,700</p> <p>\$200</p>
II	3	 <p>Lack of bike facility on Park Avenue</p>	<p>a New 8' asphalt trail separated from the road</p> <p>b Class II bike lane from Kearns Blvd to Deer Valley Drive (requires UDOT approval and narrowing of travel lanes)</p> <p>c Class III bike lane south of Deer Valley Drive</p>	<p>\$2,490,000</p> <p>\$4,000</p> <p>\$11,000</p>	<p>\$15,000</p>	<p>\$23,000</p> <p>\$500</p> <p>\$1,300</p>
II	92	 <p>No access to crosswalk at SR-224/SR-248 – need safe connections</p>	<p>a New sidewalk on south side of Kearns from Park Avenue to existing sidewalk at Holiday Village</p>	<p>\$322,000</p>	<p>\$322,000</p>	<p>\$3,600</p>
II	109	 <p>Need safe bike/pedestrian facilities</p>	<p>a Re-stripe "edge of roadway" lines to approx 8' buffer on one side of road</p> <p>b Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path</p> <p>c Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement</p> <p>d Install Class II bicycle lanes on Monitor Dr.</p> <p>e Install Class III bicycle lanes on Monitor Dr.</p> <p>f Traffic calming to slow vehicle traffic in neighborhood</p>	<p>\$7,800</p> <p>\$1,019,000</p> <p>\$1,713,000</p> <p>\$7,800</p> <p>\$1,000</p> <p>\$67,000</p>	<p>\$1,000</p>	<p>\$800</p> <p>\$11,700</p> <p>\$11,700</p> <p>\$900</p> <p>\$50</p> <p>\$1,900</p>

Figure 5: Issues and Alternatives - Tiers III, IV, and V

\$0 - \$50,000 = **LOW** \$50,000 - \$150,000 = **MODERATELY LOW** \$150,000 - \$500,000 = **MODERATE** \$500,000 - \$1 MILLION = **MODERATELY HIGH** GREATER THAN \$1 MILLION = **HIGH**

Tier	Issue #	Type	Issue	Location	Alternatives	Length (ft)	Cost Tier*
III	19	Bike/Pedestrian Facility	Gap in existing trail system	Dan's, north of cemetery	a New paved trail behind cemetery and Dan's from Monitor Drive to trails northwest of Dan's	2,591	High
	2	Bike Facility	Provide bike facility on Deer Valley Drive	From Park Ave to Deer Valley's Snow Park Lodge	a New paved trail separated from the road connecting to Poison Creek Trail at transit center	6,280	High
					b Class II Bike Lane from transit center to Snow Park Lodge and signage on north end of Deer Valley Drive (Jans and Cole Sport) to access Poison Creek Trail in park.	5,950	Low
	33	Pedestrian Facility	Sidewalks are missing or unsafe on both sides of street	Marsac Avenue	a Install sidewalk (eastside Deer Valley to Ontario)	1,680	Moderately High
					b Acquire additional right-of-way to install multi-purpose trail	1,680	Moderately High
	72	Road improvements	Congestion at schools.	Schools	a Improve traffic circulation at schools by providing a new road that connects Kearns Blvd to Park Meadows neighborhood on east side of school property.	3,100	High
	105	Pedestrian Facility	Gap in sidewalk	Park Avenue south of City Park entrance, east side of street	a Install sidewalk	100	Low
	47	Crossing	Unsafe/difficult to cross street	Marsac Ave./Shorty's Stairs (4th Street)	a Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	-	Moderately Low
					b Crosswalk on Marsac with in-road lights - requires UDOT approval	-	Low
					c Painted and/or flagged crosswalk on Marsac - requires UDOT approval	-	Low
	48	Crossing	Unsafe/difficult to cross street	Marsac Ave./ Wasatch & Ontario Stairs (private stairs at top of Sandridge parking)	a Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	-	Moderately Low
					b Crosswalk on Marsac with in-road lights - requires UDOT approval	-	Low
					c Painted and/or flagged crosswalk on Marsac - requires UDOT approval	-	Low
	21	Bike/Pedestrian Facility	Inadequate sidewalks/bike trails on both sides of street	Park Ave. from Silver King to Heber Ave.	a Widen sidewalk on east side	4,480	High
					b Install multi-purpose trail on west side	4,480	High
	29	Pedestrian Facility	Need for better pedestrian access from Swede Alley to Main St.	Swede Alley	a Building pass-throughs and/or alleys	160 ft per alley	Moderately Low
	78	Pedestrian Facility	Need sidewalks and bike facilities in Old Town (Woodside, Norfolk, Empire)	Old Town	a Build new sidewalks (Woodside)	3,000	High
					b Build new sidewalks (Norfolk)	2,500	Moderately High
					c Build new sidewalks (Empire)	3,400	High
	10	Bike/Pedestrian Facility	Lack of alternative route for bikes and pedestrians	Between Prospector Sq. and Payday	a Develop off-street, alternative route.	-	High
	8	Bike Facility	Lack of bike facility around Round Valley	Round Valley	b Sign/stripe on-street bike route	-	Low
					a New commuter-style trail along US-40 from the Round Valley	-	\$46,600
	27	Pedestrian Facility	Sidewalks too close to road are perceived as unsafe	SR-248	b Coordination with regional entities to further this project	-	N.A.
					a Widen and setback sidewalks along SR-248 from Park Avenue to Bonanza	1,590	Moderately High
	31	Pedestrian Facility	No sidewalk on north side of road	Deer Valley Drive Near Old Town	a New sidewalk	3,500	High
	86 & 77	Crossing	Need improved crossing	Park Avenue at Library bulbout/Skate park	a Crosswalk with pedestrian-activated light on Park Ave.	-	Moderately Low
					b Crosswalk with in-road lights on Park Ave.	-	Low
					c Painted and/or flagged crosswalk on Park Ave.	-	Low
	87	Crossing	Need improved crossing	from Poison Creek Trail to cross Heber Drive as you turn onto Swede Alley	a Crosswalk on Heber with pedestrian-activated light	-	Moderately Low
					b Crosswalk on Heber with in-road lights	-	Low
					c Painted and/or flagged crosswalk on Heber	-	Low
	88	Crossing	Need improved crossing	From Transit Center across Swede Alley	a Crosswalk on Swede Alley with pedestrian-activated light	-	Moderately Low
					b Crosswalk on Swede Alley with in-road lights	-	Low
c Painted and/or flagged crosswalk on Park Ave.					-	Low	
112	Bike/Pedestrian Facility	Lucky John Dr.	Monitor to where Lucky John changes to Meadows Drive	a Re-stripe "edge of roadway" lines to approx 8' buffer on one side of road	-	Low	
				b Add 5' sidewalk on Lucky John	-	Moderate	
				c Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	-	High	
				d Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	-	High	
				e Install Class II bicycle lanes on Lucky John	-	Low	
				f Traffic calming to slow vehicle traffic in neighborhood	-	Moderately Low	
57	Traffic Calming	Control Intersection	Monitor/Little Kate (at Racket Club)	a Install 4-way stop intersection with realignment of Racquet Club entrance	-	Moderately Low	
4	Bike Facility	Provide bike facility on Kearns Blvd	Kearns Blvd, from Park Ave to US 40	a Stripe a Class II bike lane on Kearns Blvd - requires UDOT approval	16,000	Low	
15	Bike/Pedestrian Facility	Connect bike path Olympic Village Plaza	Snow Creek Path near Key Bank & Squatters	a 30 feet of new sidewalk to connect Squatter's sidewalk and existing	30	Low	
44	Crossing	Pedestrian crossing of Swede Alley at China Bridge parking structure	Swede Alley at China Bridge	a Pedestrian-activated signal crossing on Swede Alley	-	Moderately Low	
				b Raised crosswalk on Swede Alley with varying surface material	-	Low	
				c Crosswalk with in-road lights on Swede Alley	-	Low	
75	Bike/Pedestrian Facility	Need traffic signal like "Freemont Street" that allows all bikes and pedestrians to go through the intersection at once	Main Street/Heber Intersection	a Install Signal with Pedestrian Scramble phase	-	Moderate	
74	Regional Coordination	Park and ride at SR-248 and Hwy 40	SR-248 and Highway 40	a Build park and ride at SR-248 and US-40 (assumes 20-space lot)	-	Moderate	
32	Pedestrian Facility	Need a continuous bike lane /pedestrian walk	Deer Valley Drive North, East, South	a Class II on-street striped and signed bike lane	8,600	Low	
				b Bike path separate from road	8,600	High	
				c Bike lanes/sidewalks	8,600	High	
85	Traffic calming	Little Kate needs traffic calming	Little Kate	a Traffic Calming	-	Moderately Low	
17	Bike/Pedestrian Facility	Gap between county and city trail systems	west side of SR-224 at St. Mary's	a New multi-use trail from St. Mary's Church to Millennium Trail in Summit County	7,000	High	
107	Bike/Pedestrian Facility	Holiday Ranch Loop Road	SR-224 to Little Kate	a Re-stripe "edge of roadway" lines to approx 8' buffer on one side of road	-	Low	
				b Add 5' sidewalk on one side of Holiday Ranch Loop	-	Moderate	
				c Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	-	Moderately High	
				d Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	-	High	
				e Install Class II bicycle lanes on Holiday Ranch Loop Road	-	Low	
				f Traffic calming to slow vehicle traffic in neighborhood	-	Moderately Low	
84	Bike Facility	Need paved connection between Rail Trail and National Ability Center	Gun Club Road	a New multi-use trail between NAC trail and Rail Trail on Gun Club Road	4,000	Moderately High	
26	Pedestrian Facility	On-street parking creates hazards for pedestrian walking in street	Lucky John	a Eliminate parking on Lucky John from Monitor to American Saddle Drive	6,000	Low	
				b Build sidewalks along Lucky John from Monitor to American Saddle Drive	6,000	High	
30	Pedestrian Facility	On-street exercise loop around Park Meadows Golf Course is unsafe	Park Meadows	a Provide a sidewalk within existing right-of-way	16,000	High	
				b Build trail on adjacent properties	16,000	High	
81	Bike Facility	Lack of bike facility - sign and stripe bike route	Park Meadows loop	a Bike lane on Park Meadows Loop	16,000	Low	
54	Traffic calming	Cut through traffic in Prospector Area	from SR-248	a Widen SR-248 to minimize cut-through traffic Prospector neighborhood - requires UDOT approval	16,000	High	
				b Install raised median on SR-248 west of Comstock - requires UDOT approval	1,500	High	
				c Make Wyatt Earp, Buffalo Bill one-way northbound	-	Low	
				d Reinstall "No Left Turn" signs from Bonanza Drive to Wyatt Earp - requires UDOT approval	-	Low	
55	Traffic calming	Congestion in Old Town	Main Street/Swede Alley	a Make Main Street/Swede Alley a one-way loop.	-	Low	
56	Traffic calming	Vehicles speeding as they enter Park City	SR-224	a Construction of roundabout at Meadows Drive to slow traffic entering/leaving Park City - requires UDOT approval	-	Moderately High depending on ROW acquisition needs	
11	Bike/Pedestrian Facility	Residential access to Kearns Blvd trail	Doc Holiday & Prospector Park Area as whole	a Identify new sidewalk/easement/fence from Doc Holiday Dr., Monarch, and Butch Cassidy to Kearns trail	-	Moderate	
73	Regional Coordination	Lack of connection between city trails and county trails.	Regional	a Coordinate with Summit County in connecting city trails with county trails.	-	Low	
39	Crossing	Lack of ped/bike/ski crossing of SR-224 near St. Mary's Church to connect east and west side trails	SR 224 near St. Mary's church	a Build new overpass crossing of SR-224 - requires UDOT approval	-	High	
				b Build new underpass crossing of SR-224 - requires UDOT approval	-	High	
				c Build pedestrian signal - requires UDOT approval	-	Moderate	
96	Bike/Pedestrian Facility	Trail connection along east side of Deer Valley Drive	Deer Valley Drive	a New mountain trail from Bonanza Dr to Aerie Drive to connect to Lost Prospector trailhead	-	High	
				a Build new overpass crossing of Meadows Dr.	50	High	
35	Crossing	Unsafe trail crossing of Meadows Drive	Meadows Drive, east side of SR-224	b Build new underpass crossing of Meadows Dr.	50	High	
				c Move at-grade crossing farther away from SR-224	600 ft New Trail, two 20' bridges over creek/wetland	Moderate	
				d Improve signage at Meadows Drive	-	Low	
36	Crossing	Ped/bike/ski crossing of Meadows Drive	Meadows Drive, west side of SR-224	a Build new overpass crossing of Meadows Dr.	50	High	
				b Build new underpass crossing of Meadows Dr.	50	High	
				c Improve at-grade crossing	-	Low to Moderate depending on extent of improvements	
38	Crossing	Ped/bike/ski crossing of Payday Drive	Payday Drive/Holiday Ranch Loop Rd	a Build new overpass crossing of Payday	50	High	
				b Build new underpass crossing of Payday	50	High	
				c Improve at-grade crossing	-	Low to Moderate depending on extent of improvements	
43	Crossing	Ped/bike/ski crossing of Thayne's Canyon Drive	Thayne's Canyon Drive at trail crossing	a Build new overpass crossing of Thayne's Drive	50	High	
				b Build new underpass crossing of Meadows Dr.	50	High	
				c Improve at-grade crossing	-	Low to Moderate depending on extent of improvements	
76	?	Build gondola that stops at key destination points throughout City	Citywide	Gondola	-	High	
6	Bike Facility	Connect city trails to mountain trails.	Park City Golf Course	a Provide bike facility through Park City Golf Course	1,800	Moderately High	
18	Bike/Pedestrian Facility	Lack of trail connection between Park Ave. and Deer Valley Dr.	Condos on west side of Park Ave.	a New trail on west side of SR-224 to Deer Valley Drive	1,600	Moderately High	
24	Pedestrian Facility	Gap in popular walking route	Top of town connecting Marsac and Park Ave.	a Short, steep pedestrian connection at top of hill.	500	Moderate	
22	Bike/Pedestrian Facility	Illegal parking on street blocks safe/continuous walking/cycling	Eagle Pointe Drive (north Park Mead.)	b Enforce parking regulations	-	Low	
23	Bike/Pedestrian Facility	Lack of parking at Cove Trail Head	Meadows Drive at Cove Trail Head	a Establish trail head parking as identified in Trails Master Plan (5 spaces)	-	Moderately Low	
99	Bike/Pedestrian Facility	Neighborhood access to McLeod Creek Trail without using Holiday Ranch Loop west	Holiday Ranch Loop west of Creek Drive	a Any alternative access to trail would have significant wetlands impacts. No alternatives have been proposed.	-	N.A.	
16	Bike/Pedestrian Facility	Circuitous route for non-rec users of trail near McPolin Farm	west side of SR-224	a Realign and straighten existing trail from Meadows Drive to St Mary's Church	4,200	High	
106	Bike/Pedestrian Facility	Safety of Rail Trail crossing at Wyatt Earp	Intersection of Rail Trail and Wyatt Earp Way	a Install signage on both Wyatt Earp and on Rail Trail warning drivers and trail users of upcoming crossing	-	Low	
71	Road improvements	Left-turning traffic on both roads backs up considerably.	Bonanza Drive & Prospector intersection	a Improve Bonanza and Prospector intersection	-	Medium	
110	Bike/Pedestrian Facility	Lucky John Dr.	Little Kate to American Saddler	a Re-stripe "edge of roadway" lines to approx 8' buffer on one side of road	-	Low	
				b Add 5' sidewalk on Lucky John	-	Moderate	
				c Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	-	Moderately High	
				d Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	-	High	
				e Install Class II bicycle lanes on Lucky John	-	Low	
				f Traffic calming to slow vehicle traffic in neighborhood	-	Moderately Low	
111	Bike/Pedestrian Facility	American Saddler Dr.	Lucky John to Meadows Drive	a Re-stripe "edge of roadway" lines to approx 8' buffer on one side of road	-	Low	
				b Add 5' sidewalk on American Saddler	-	Moderate	
				c Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	-	High	
				d Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	-	High	
				e Install Class II bicycle lanes on American Saddler	-	Low	
				f Traffic calming to slow vehicle traffic in neighborhood	-	Moderately Low	
113	Bike/Pedestrian Facility	Meadows Drive	American Saddler to SR-224	a Re-stripe "edge of roadway" lines to approx 8' buffer on one side of road	-	Low	
				b Add 5' sidewalk on Meadows Drive	-	Moderate	
				f Traffic calming to slow vehicle traffic in neighborhood	-	Moderately Low	

Map 4: Location of Recommended Capital Projects in Relationship to Walking/Biking "Spine" System



To summarize, the three responding communities were Boulder and Vail Colorado; and Moab, Utah. Boulder and Moab have small populations around 5,000, while Boulder is relatively large community with around 100,000 residents. The amount of money invested on walking and biking projects during the past five years ranged from \$2-3 million over the past three to five years, although the amount emanating from local coffers ranged from 3% to 97%. Likewise, the range of funds earmarked for maintenance was broad, ranging from \$10,000 to more than \$1.5 million. Details are provided in Appendix D.

These results are limited and inconclusive. However, it can be discerned that each community varies significantly on multiple levels, making comparisons difficult.

4.3.4 Testing of Safety Goal

In order to address the request to consider safety as the important selection criteria, the weighting of scores for **Goal 1 - Safety** were doubled, and the corresponding scores for each issue recalculated accordingly. As illustrated in Appendix E, there was little significant change in overall results.

One possible conclusion from this assessment is that, as part of a multi-dimensional set of evaluation criteria, safety is adequately addressed without additional weighting or special consideration.

4.3.5 Level of Service (LOS) Options

The Action Plan concludes with the presentation of alternate Project Lists, each reflecting a different Level of Service (LOS) and corresponding funding commitments. A summary of each option is provided in Table 3 and details are contained in Appendix F. A list of potential funding sources is provided in Appendix G.

4.4 Budgetary/Maintenance Issues

Three Level of Service (LOS) Cost Scenarios for the list of Budgetary/ Maintenance Issues are illustrated in Figure 6.

TABLE 3: LOS Options by Total Estimated Cost

LOS #	Description	Total Estimated Cost
1	Historic Spending Over Past 10 Years	\$867,800
2	Landmark Recommendation	\$1,480,000
3	Landmark Recommendation + "Easy" and Inexpensive Projects in Tiers 3-5	\$1,544,900
4	Landmark Recommendation + Grade-separation of top two ranked projects	\$7,040,800
5	Landmark Recommendation + "Easy" and Inexpensive Projects in Tiers 3-5 + Grade-separation of top two ranked projects	\$7,104,900
6	Grade-separation of bicycles and pedestrians to greatest extent possible in Tiers 1 & 2 + "Easy" and Inexpensive Projects in Tiers 3-5	\$22,954,100

5.0 Summary and Conclusions

The Action Plan includes a recommended Project List that is "achievable" based on past history and an understanding of likely resources. It does not require a major shift in public funding policy. The list of recommended implementation actions are based on sound concepts that together create a pedestrian environment that is safer, better connected, more efficient, and easier to navigate. The cost/efficiency analysis indicates that the recommended Project List is relatively efficient compared to cost. The range of low-to-mid expenditure solutions represented in the recommended Project List distributes improvements throughout the city in a comprehensive manner.

Public input received during the final stages of the study indicate a concern that the Project List may not match a more extensive public vision for walking and biking in Park City. Some members of the public have suggested that the

recommended Project List is too conservative, and that a major shift that supports improved walking and biking is overdue. According to this rationale, more funds are necessary to address numerous concerns, including pedestrian safety and connectivity, livability, and preservation of Park City's image and reputation as a premier recreational and cultural destination.

In order to help address these concerns, Level of Service options are provided which range from extremely conservative to expansive. These should be used to help determine the degree of funding alternatives deemed appropriate, in light of the five-year CIP planning process and beyond.

As a final step, policy guidelines related to walking and biking in Park City will be updated as part of the Trails Master Plan.

Figure 6: Budgetary/Maintenance Issues – Level of Service

Issue Number	Type	Issue	Gold		Silver		Bronze	
			Item	Cost	Item	Cost	Item	Cost
49, 50, 51, 52, 53	Wayfinding	Install additional wayfinding signs	40 signs per year	\$8,000	25 signs per year	\$5,000	5 signs per year	\$1,000
67	Policy	Traffic Calming	Three intersections with bulbouts or 6-9 raised crosswalks per year	\$45,000	Two intersections with bulbouts or 4-6 raised crosswalks per year	\$30,000	One intersection with bulbouts or 2-3 raised crosswalks per year	\$15,000
68, 69, 70	Policy	Improve crosswalk visibility with color painted crosswalks or stamped concrete	Improve eight crosswalks per year	\$19,200	Improve four crosswalks per year	\$9,600	Improve one crosswalks per year	\$2,400
62, 66	Policy	Improve bike lane visibility	Repaint/sign five miles of bike lanes	\$66,000	Repaint/sign one mile of bike lane	\$13,000	Repaint/sign one half mile of bike lane	\$6,500
63	Policy	Lack of pedestrian facilities in new development	Require sidewalks/trails in new development	\$ -	Require sidewalks/trails in new development	\$ -	Require sidewalks/trails in new development	\$ -
79	Policy	Promote and market cycling in Park City	Market cycling	\$10,000	Market Cycling	\$5,000	NA	\$ -
89	Policy	Use open space money or future bond money to buy additional property or easements to create off-street bike/ped lanes or critical trail connections	Acquire 1000 ft of right-of-way for 8' trail/easement per year	\$300,000	Acquire 500 ft of right-of-way for 8' trail/easement per year	\$150,000	NA	\$ -
83	Policy	Promote park and ride lots for people to bike into city	Market park & ride lots	\$10,000	Market Park & Ride Lots	\$5,000	NA	\$ -
104	Policy	Stricter enforcement of leash laws needed	Increased enforcement	\$5,000	Increased enforcement	\$1,000	Existing enforcement	\$ -
60, 65, 95	Maintenance	Poor sidewalk/trail maintenance	Existing Maintenance plus improved sweeping/trash removal/weed control on all trails/sidewalk	\$275,030	Existing Maintenance plus improved sweeping/trash removal/weed control on two miles of trails/sidewalk	\$102,000	Existing maintenance	\$89,000
59, 93	Maintenance	Poor winter sidewalk/trail maintenance	Existing snow removal and snow removal on all sidewalks/trail	\$214,400	Existing snow removal and snow removal on additional one mile of sidewalk trail	\$61,000	Existing snow removal	\$51,000
	Maintenance	Install pedestrian countdown timers at existing signalized intersections	Install pedestrian countdown timers at all six signalized intersections	\$12,000	Install pedestrian countdown timers at one signalized intersections per year	\$2,000	Install pedestrian countdown timers at one signalized intersection every other year	\$1,000
5	Bike Facility	More bike racks and facilities	Install ten racks (two bikes each) per year	\$1,500	Install five racks (two bikes each) per year	\$750	Install two racks (two bikes each) per year	\$300
7, 46	Accessibility	Curb cuts at crossings and Poison Creek Trail	Install ten curb cuts per year	\$15,000	Install four curb cuts per year	\$6,000	Install two curb cuts per year	\$3,000
Total Annual Cost			Gold	\$981,130	Silver	\$390,350	Bronze	\$169,200

Appendix A

Public Involvement

1) Dan Jones Park City Walkability Survey

A telephone survey was conducted in November and December 2006 to identify issues as well as a preliminary "Public Vision" for walking and biking in Park City. The following is a summary of findings.

Demographics

Dan Jones & Associates interviewed 259 Park City residents. The survey had a +/- 6% margin of error. The demographics break down as follows:

- Neighborhood
 - Park Meadows 46%
 - Prospector 14%
 - Old Town 17%
 - Deer Valley 7%
 - Thayne's/Three Kings 7%
 - Other 10%
- 92% were full-time residents. 6% were part-time residents. 2% other.
- 59% of respondents had lived in Park City more than 10 years.
- Respondents skewed slightly older with 58% of respondents between the ages of 45 and 64.

Importance and ranking of community issues

Walkability is an important issue and a high priority for Park City Residents. – but not generally seen as an urgent, top-of-mind issue such as water quality.

Prioritization of issues on scale of 1-5:

- Water quality 4.64
 - 78% of respondents listed this as a very high priority
- Paths and sidewalks for walking and biking 4.08
 - 46% of respondents listed this as a very high priority
- Street repair and upgrades 3.90
- Recreation programs 3.84
- Transit 3.70

The vision for walkability

There is a gap between current perceived level of

walkability/bikeability and the vision for where residents want to be. They would like it to be easier to walk and bike.

Walkability on a scale of 1-5:

- How pedestrian friendly is Park City? 3.42
- How important is it that Park City is pedestrian-friendly? 4.36
- How bike friendly is Park City? 3.61
- How important is it that Park City is bike-friendly? 4.31
- How important is it that Park City has safe sidewalks and paths? 4.49

Current use of sidewalks and paths

Park City Residents are active and want to use the system. But it seems to be most useable for recreation purposes.

- 68% of adults say they use the system "frequently"
- 67% walk daily or several times a week
- 30% bike daily or several times a week
- 72% of those with children say their children use the system "frequently"
- 70% of family members use paths and sidewalks for recreation
- 25% of family members use paths and sidewalks for errands
- 15% of family members use paths and sidewalks for school
- 55% say they use the system year-round

Adequacies and inadequacies of the system

Park City residents give the system a fairly high rating in terms of overall condition, signing and maintenance. But they don't give high scores for safety at crossings, snow removal and lighting for late afternoon/night use. Overall, the public feels the system is much more conducive to recreational use of the system than it is to school and work use.

Are paths and sidewalks adequate to use for...

- Walking to school 41% say definitely or probably not
- Walking to work 36% say definitely or probably not
- Recreation 0% said definitely not 25% said probably not

Rank the existing system on a scale of 1-5:

- Overall condition 3.65
- Overall safety 3.48
- Links and connections 3.35

- Safety at crossings 2.88
- Snow removal 2.82
- Lighting for night use 2.39

Barriers to use

While safety, snow removal and lighting are issues the public would like to see improved, they are not the primary barriers to use. People do not use paths and sidewalks most often because of convenience.

Reasons that residents do not use the Park City paths and sidewalks more often

- Their destination is too far
 - 29% said this is definitely a reason
- It's inconvenient because of time
 - 23% said this is definitely a reason.
- The paths and sidewalks are not safe
 - 9% said this is definitely a reason
- There are no paths and sidewalks in close proximity.
 - 24% said this is definitely a reason.

Suggestions for making Park City a more pedestrian-friendly community

Park City residents have various ideas for improving the system but most feel that expansion is key.

- 39% want more paths/sidewalks and better linkages
- 12% want improved crossings and separation from the road.
- **16% want improved snow removal and maintenance**

2) Neighborhood workshops

Three neighborhood workshops were held on the evenings of December 11, 12 and 13, 2006. The first workshop was held at the Park City Racquet Club for the residents of Park Meadows and Prospector. The second meeting was held at City Hall for the residents of Old Town and Deer Valley. The third workshop was also held at City Hall, with a focus on the residents from Thayne's/Three Kings and the resorts. Each meeting was well noticed through direct postcard mailings, in the local print and broadcast press.

The workshop format provided participants an opportunity to discuss issues, identify opportunities and shortcomings, and to listen to the ideas of their neighbors and others. The meeting format was "drop-in", with 4 to 6 stations manned by a facilitator and scribe. Each station included a tablet for taking comments,

and a simplified base map for participants to identify specific sites. Participants were directed to stations in small groups, for 15-20 minute moderated sessions. Participants were also provided with a comment sheet, which included directions for providing email and on-line comments. Upon leaving, participants were provided with colored dots, and asked to locate the following on three separate maps:

1. Where I Live
2. Where I Need to Go
3. Biggest Problem Area

This information is particularly meaningful to the planning team, helping to identify areas of major concern. A large mural for writing ideas, comments and notes was located near the exits, where participants were encouraged to write comments and ideas.

Preliminary Analysis

Seventy-nine people signed-in at the three meetings, participating in more than a dozen directed sessions.

- Meeting #1: 43 people signed in
- Meeting #2: 21 people signed in
- Meeting #3: 15 people signed in

To summarize, much of the input that was provided was expected, identifying known shortcomings and areas with real and perceived safety issues for the walking and cycling public. Some of the most prevalent sites include the following:

- SR 248 between the "Park City School zone" and Prospector Park;
- The missing segment of Poison Creek Trail across Bonanza Road and connecting with Rail Trail;
- The general lack of an easy to follow and continuous trail and sidewalk system along major roads; and
- The confusing and poorly connected trail system along Park Avenue in front of Dan's.

Other areas receiving significant notice include:

- Little Kate Road in Park Meadows; and
- The lack of full connectivity along SR-224 to Kimball Junction.

In general, most of the areas and issues above were known and expected, based on documentation of existing conditions.

Areas of concern that were less expected or somewhat of a surprise include:

- The support for a continuous walking/biking "spine system" following major roads in and out of the community;
- Support for context sensitive solutions;
- Acceptance of the need to phase improvements based on critical factors. In general it was agreed that safety is the most critical factor;
- The desire for better education, signage and other non-capital expense improvements;
- Requests to not "break the bank" and consider costs.

Some of the comments and ideas which were expressed were not directly related to walkability and bikeability, addressing traffic, traffic calming, policy, enforcement of laws and rules, and similar issues. In addition to noting issues and gaps, many participants provided potential solutions for improving specific problem areas.

3) Middle School Open House/Workshop

On December 11, 2006, a workshop was held with approximately 20 Eighth Grade Social Studies students at Treasure Mountain International School. The purpose of the meeting was to discover the walking and biking needs of park City's youth, who it is assumed rely on walking and cycling more regularly than their adult counterparts.

The meeting began with a PowerPoint presentation outlining the purpose of the study and the need for cities and towns that are walkable and bikeable. The students were then divided into small groups where they filled in a walkability/bikeability survey, and led through a mapping exercise to identifying sites of interest.

It is interesting to note that only a handful of the student participants actually live in Park City. However, all of the students said that they walk and bike in the city fairly regularly. Several of the students noted that walking and biking links should be coordinated with bus stops, which are heavily used by the group. A few of the students bike to school in good weather, although only two walk to school.

4) Latino/Spanish Speaking Community Outreach

Shelly Weiss, a local advocate for the Latino community, spearheaded outreach efforts in collaboration with the Landmark Design Team. Her efforts introduced the project to residents, and carried out the survey on a door-to-door basis in established Latino/ Spanish-speaking neighborhoods. The results of her efforts indicated general concern for both children and adults ability to safely cross SR-248. More surprising was the concern for improved linkages between sidewalks/ trails and the bus system, which is heavily used by the stay-at-home mothers and children.

5) Public Forums

A meeting with a local trails advocacy group, "Share the Road", was held in December 2006 to discuss the process and preliminary results of public input.

Public Forums were held at two stages. On January 16, 2007 the first open house was held to review the preliminary list of walking/biking issues, and to suggest modifications and/or additions. Seventeen people signed in, although several attendees did not sign in. As a result of the input received, the issue list was expanded significantly, from approximately 85 to more than 100 Issues. The resulting list was organized by the type of issue, and a set of fair and consistent criteria applied to create tiers of issues for meeting the goals and objectives of the project.

A second Public Forum was held on February 13, 2007 to review the process and preliminary tiers of issues. Also provided was a list of project alternatives for each issue, and the preliminary preferred alternative for each. Eighteen attendees signed in, several providing comment. Concern was expressed that the preferred alternatives did not meet the expansive vision of walking and biking many in attendance. As a result of this concern, a public "roundtable" meeting was held on March 1, 2007, providing members of the planning team an informal opportunity listen to the concerns of the public. A third public meeting or Roundtable was held on March 1, 2007 to provide the public and planning team an opportunity to further discuss issues and ideas prior to finalization of the Action Plan.



Appendix C

Cost Efficiency Assessment

Tier	Issue #	Type	Issue	Location	Alternatives	Capital Cost	Efficiency Goal Score	Cost Efficiency Ratio					
I	34	Crossing	Pedestrian/bike crossing of Bonanza Drive	Bonanza Drive, connecting Poison Creek Trail to Rail Trail	a	Lights in surface of road to draw drivers' attention to crossing	\$18,000	23	\$783				
					b	Raised crosswalk to slow vehicles and call attention to crossing	\$3,000	23	\$130				
					c	Pedestrian activated signal that stops vehicle traffic on Bonanza Dr.	\$125,000	23	\$5,435				
					d	New overpass	\$1,850,000	23	\$80,435				
					e	New underpass	\$2,760,000	23	\$120,000				
					f	Barrier such as fencing to funnel bikers/peds to cross at one point	\$37,000	23	\$1,609				
					g	Improve existing sidewalk on east side of Bonanza to 8' asphalt trail	\$82,000	23	\$3,565				
					h	Install a Hawk Beacon pedestrian signal at existing crossing between LDS seminary and high school	\$125,000	20	\$6,250				
	41 & 45	Crossing	Pedestrian/bike crossing of SR-248 near schools	SR-248, eastern end near schools	b	New overpass	\$1,910,000	20	\$95,500				
					c	New underpass	\$3,050,000	20	\$152,500				
					d	Barrier such as fencing to funnel bikers/peds to cross at one point	\$72,000	20	\$3,600				
					e	New parking near high school to minimize SR-248 crossings	\$300,000	20	\$15,000				
					f	Parking sticker program for neighborhood residents only.	N.A.	20	\$1,500				
					g	Coordinate with PC Transit to encourage use of public transit	N.A.	20	\$500				
					a	Restripe "edge of roadway" lines to approx 8' buffer on north side of road	\$2,400	20	\$120				
					b	Add 5' sidewalk on north side of Little Kate from Holiday Ranch Loop to existing Monitor Dr. sidewalk. Fill in gap in sidewalk at LDS church.	\$163,200	20	\$8,160				
	12 & 108	Bike/Pedestrian Facility	Lack of ped/bike facilities - connect to schools and Racquet Club	Little Kate	c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,341,000	20	\$67,050				
					d	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,520,000	20	\$76,000				
					e	Add 5' sidewalk entire length of Little Kate within existing ROW on north side and east side of Lucky John from Little Kate to school drop off	\$325,000	20	\$16,250				
					f	Implement one-way roads with striped bike/ped only in opposing lane	\$10,060	20	\$503				
g					Pedestrian "share the road" campaign	\$30,000	20	\$1,500					
h					Traffic calming to slow vehicle traffic in neighborhood	\$85,000	20	\$4,250					
a					Painted crosswalk across SR-248 at Snow Creek Drive	\$500	18	\$28					
b					Inroadway lights with crosswalk at Snow Creek Drive	\$25,000	18	\$1,389					
c					Street lighting at proposed crosswalk location at Snow Creek Drive	\$10,000	18	\$556					
d					Pedestrian signal at proposed crosswalk location at Snow Creek Drive	\$125,000	18	\$6,944					
e					New overpass	\$1,910,000	18	\$106,111					
f					New underpass	\$3,050,000	18	\$169,444					
II	1	Bike Facility	Provide bike facility on Bonanza Drive	Bonanza Drive, from Kearns Blvd to Deer Valley Dr	a	Multi-use path separate from road	\$595,000	20	\$29,750				
					b	On street bike facility (overlapping lanes with painted pavement)	\$20,000	20	\$1,000				
					a	Painted crosswalk on Deer Valley Drive	\$500	13	\$38				
					b	Raised crosswalk on Deer Valley Drive	\$5,000	13	\$385				
					c	Painted crossing and pedestrian signal indicating crossing on Deer Valley Drive	\$125,000	13	\$9,615				
					d	New overpass over Deer Valley Drive to connect to Aerie Drive	\$1,980,000	13	\$152,308				
					e	New underpass under Deer Valley Drive	\$3,420,000	13	\$263,077				
					f	Install new sidewalk on west side of Deer Valley Drive from 9th Street to Aerie Drive.	\$156,000	13	\$12,000				
					g	Wayfinding signage to direct pedestrians to cross at Park Ave/Kearns Blvd intersection	\$900	13	\$69				
					90	Pedestrian Facility	Gap in sidewalk/trail in front of LDS Church	Lucky John, east of Monitor	a	Realign sidewalk for improved connectivity to trail	\$78,000	15	\$5,200
					20	Bike/Pedestrian Facility	No access to Rail Trail from Iron Horse Condos	Bridge across Poison Creek at condos	a	Culvert inserted in creek to provide bike/ped crossing	\$35,000	18	\$5,200
									b	Bike/pedestrian bridge structure over Poison Creek	\$85,000	18	\$5,200
25	Pedestrian Facility	On-street parking displaces needed sidewalks	Comstock	a	New sidewalk on east side of Comstock. Eliminate on-street parking one side of street	\$185,000	15	\$12,333					
28	Pedestrian Facility	Improve walking safety with more pedestrian facilities	Prospector neighborhood	a	New paved trail separated from the road on one side of all through-streets in neighborhood	\$6,510,000	15	\$434,000					
				b	Add sidewalk on one side of street within existing right-of-way	\$1,870,000	15	\$124,667					
				c	Implement one-way roads with striped bike/ped only in opposing lane (Wyatt Earp and Buffalo Bill)	\$2,500	15	\$167					
				d	Pedestrian "share the road" campaign	\$30,000	15	\$2,000					
				e	Traffic calming to slow vehicle traffic in neighborhood	\$129,000	15	\$8,600					
				f	Tunnel under Kearns Blvd. at Comstock intersection	\$3,050,000	15	\$203,333					
				a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$7,800	18	\$433					
				b	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,019,000	18	\$56,611					
109	Bike/Pedestrian Facility	Monitor Drive	Little Kate to Kearns Blvd.	c	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,713,000	18	\$95,167					
				d	Install Class II bicycle lanes on Monitor Dr.	\$7,800	18	\$433					
				e	Class III bike lane on Monitor Drive.	\$1,000	18	\$56					
				f	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	18	\$3,722					
				a	Install countdown timer on existing signal at intersection	\$2,000	13	\$154					
				b	New overpass over SR-224	\$2,000,000	13	\$153,846					
37	Crossing	Ped/bike crossing of SR-224	Payday Drive/Holiday Ranch Loop Rd	c	New underpass under SR-224	\$3,490,000	13	\$268,462					
14	Bike/Pedestrian Facility	Lack of trail connection from Park Meadows to Rail Trail	Park Meadows/Prospector	a	New trail from Park Meadows to Rail Trail	\$384,000	15	\$22,467					
				b	Stripe and sign bike lane through school road system to Comstock intersection	\$2,500	15	\$167					
3	Bike Facility	Provide bike facility on Park Ave	Park Avenue, from Kearns Blvd to Old Town	a	New 8' asphalt trail separated from the road	\$2,490,000	15	\$166,000					
				b	Class II bike lane from Kearns Blvd to Deer Valley Drive (requires UDOT approval and narrower travel lanes).	\$4,000	15	\$267					
				c	Class III bike lane south of Deer Valley Drive	\$11,000	15	\$733					
92	Crossing	No access to crosswalk at 224/248 - need safe connections through this area	By Albertson's	a	New sidewalk on south side of Kearns from Park Avenue to existing sidewalk at Holiday Village	\$322,000	10	\$32,200					

Appendix D

Comparable Community Funding Assessment

	Approximately How Much has City Spent on Walk/Bike Project Construction in Previous 3-5 Years?	Approximately How Much Does the City Spend on Maintenance Annually?	Approximately What Percent of the City's Walk/Bike Projects Are Funded Through Grants?	Approximately What Percent of the City's Walk/Bike Projects Are Funded Through the City's Budget?	Population*
Bend, Oregon					
Tucson, Arizona					
Boulder, Colorado ¹	\$2,000,000	\$1,500,000	5%	95%	94,673
Vail, Colorado	\$3,000,000	\$125,000	3%	97%	4,589
Aspen, Colorado					
Telluride, Colorado					
Durango, Colorado					
Moab, Utah	\$2,000,000	\$10,000	70%	30%	4,807
Ketchum, Idaho					
Jackson, Wyoming					

* from www.city-data.com
¹ Figures for Boulder are for a "donut" style trail system around the city but for which Boulder City pays

Appendix E

Testing of Safety Goal

			Original Rank	Safety x 2 Rank
34	Crossing	Ped/bike crossing of Bonanza Drive	1	1
41 & 45	Crossing	Ped/bike crossing of SR-248 near schools	2	2
12	Bike/Pedestrian Facility	Lack of ped/bike facilities - connect to schools and Racquet Club	3	3
42 & 91	Crossing	Ped/bike crossing of SR-248 near west end	4	4
1	Bike Facility	Provide bike facility on Bonanza Drive	5	6
40	Crossing	Connecting Aerie and Poison Creek Trails	6	5
90	Pedestrian Facility	Gap in sidewalk/trail in front of LDS Church	7	9
20	Bike/Pedestrian Facility	No access to Rail Trail from Iron Horse Condos	8	7
25	Pedestrian Facility	On-street parking displaces needed sidewalks	9	11
28	Pedestrian Facility	Improve walking safety with more pedestrian facilities	10	8
109	Bike/Pedestrian Facility	Monitor Drive	11	12
37	Crossing	Ped/bike crossing of SR-224	12	10
14	Bike/Pedestrian Facility	Lack of trail connection from Park Meadows to Rail Trail	13	14
3	Bike Facility	Provide bike facility on Park Ave	14	15
92	Crossing	No access to crosswalk at 224/248 - need safe connections through this area	15	13
19	Bike/Pedestrian Facility	Gap in existing trail system	16	16
2	Bike Facility	Provide bike facility on Deer Valley Drive	17	17
112	Bike/Pedestrian Facility	Lucky John Dr.	18	18
88	Crossing	Need improved crossing	19	20
87	Crossing	Need improved crossing	20	21
33	Pedestrian Facility	Sidewalks are missing or unsafe on both sides of street	21	19
72	Road improvements	Congestion at schools.	22	22
86 & 77	Crossing	Need improved crossing	23	24
31	Pedestrian Facility	No sidewalk on north side of road	24	25
48	Crossing	Unsafe/ difficult to cross street	25	26
47	Crossing	Unsafe/ difficult to cross street	26	27
8	Bike Facility	Lack of bike facility around Round Valley	27	23
27	Pedestrian Facility	Sidewalks too close to road are perceived as unsafe	28	28
78	Pedestrian Facility	Need sidewalks and bike facilities in Old Town (Woodside, Norfolk, Empire)	29	29
29	Pedestrian Facility	Need for better pedestrian access from Swede Alley to Main St.	30	30

Appendix F

Level of Service (LOS) Options

Please note that alternatives for each option are indicated by **bold** text. LOS Options 1 and 2 are provided on pages 26 - 30. LOS Options 3 and 4 are provided on pages 31 - 35. LOS Options 5 and 6 are provided on pages 36 - 40.

Level of Service (LOS) Options 1 & 2

Tier	Issue #	Type	Issue	Location	Alt.	1. Historic Spending Over Past 10 Years	Capital Cost	2. Landmark Recommendation	Capital Cost
I	34	Crossing	Pedestrian/bike crossing of Bonanza Drive	Bonanza Drive, connecting Poison Creek Trail to Rail Trail	a	Lights in surface of road to draw drivers' attention to crossing	\$18,000	Lights in surface of road to draw drivers' attention to crossing	\$18,000
					b	Raised crosswalk to slow vehicles and call attention to crossing	\$3,000	Raised crosswalk to slow vehicles and call attention to crossing	\$3,000
					c	Pedestrian activated signal that stops vehicle traffic on Bonanza Dr.	\$125,000	Pedestrian activated signal that stops vehicle traffic on Bonanza Dr.	\$125,000
					d	New overpass	\$1,850,000	New overpass	\$1,850,000
					e	New underpass	\$2,760,000	New underpass	\$2,760,000
					f	Barrier such as fencing to funnel bikers/peds to cross at one point	\$37,000	Barrier such as fencing to funnel bikers/peds to cross at one point	\$37,000
					g	Improve existing sidewalk on east side of Bonanza to 8' asphalt trail	\$82,000	Improve existing sidewalk on east side of Bonanza to 8' asphalt trail	\$82,000
	41 & 45	Crossing	Pedestrian/bike crossing of SR-248 near schools	SR-248, eastern end near schools	a	Install a Hawk Beacon pedestrian signal at existing crossing between LDS seminary and high school	\$125,000	Install a Hawk Beacon pedestrian signal at existing crossing between LDS seminary and high school	\$125,000
					b	New overpass	\$1,910,000	New overpass	\$1,910,000
					c	New underpass	\$3,050,000	New underpass	\$3,050,000
					d	Barrier such as fencing to funnel bikers/peds to cross at one point	\$72,000	Barrier such as fencing to funnel bikers/peds to cross at one point	\$72,000
					e	New parking near high school to minimize SR-248 crossings	\$300,000	New parking near high school to minimize SR-248 crossings	\$300,000
					f	Parking sticker program for neighborhood residents only.	N.A.	Parking sticker program for neighborhood residents only.	N.A.
					g	Coordinate with PC Transit to encourage use of public transit	N.A.	Coordinate with PC Transit to encourage use of public transit	N.A.
	12 & 108	Bike/Pedestrian Facility	Lack of ped/bike facilities - connect to schools and Racquet Club	Little Kate	a	Restripe "edge of roadway" lines to approx 8' buffer on north side of road	\$2,400	Restripe "edge of roadway" lines to approx 8' buffer on north side of road	\$2,400
					b	Add 5' sidewalk on north side of Little Kate from Holiday Ranch Loop to existing Monitor Dr. sidewalk. Fill in gap in sidewalk at LDS church.	\$163,200	Add 5' sidewalk on north side of Little Kate from Holiday Ranch Loop to existing Monitor Dr. sidewalk. Fill in gap in sidewalk at LDS church.	\$163,200
					c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,341,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,341,000
					d	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,520,000	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,520,000
					e	Add 5' sidewalk entire length of Little Kate within existing ROW on north side and east side of Lucky John from Little Kate to school drop off	\$325,000	Add 5' sidewalk entire length of Little Kate within existing ROW on north side and east side of Lucky John from Little Kate to school drop off	\$325,000
					f	Implement one-way roads with striped bike/ped only in opposing lane	\$10,060	Implement one-way roads with striped bike/ped only in opposing lane	\$10,060
					g	Pedestrian "share the road" campaign	\$30,000	Pedestrian "share the road" campaign	\$30,000
					h	Traffic calming to slow vehicle traffic in neighborhood	\$85,000	Traffic calming to slow vehicle traffic in neighborhood	\$85,000
	42 & 91	Crossing	Ped/bike crossing of SR-248 near west end/Unsafe crossing	SR-248, western end between Park Ave and Bonanza/Holiday Village between Dan's and Albertson's	a	Painted crosswalk across SR-248 at Snow Creek Drive	\$500	Painted crosswalk across SR-248 at Snow Creek Drive	\$500
					b	Inroadway lights with crosswalk at Snow Creek Drive	\$25,000	Inroadway lights with crosswalk at Snow Creek Drive	\$25,000
					c	Street lighting at proposed crosswalk location at Snow Creek Drive	\$10,000	Street lighting at proposed crosswalk location at Snow Creek Drive	\$10,000
					d	Pedestrian signal at proposed crosswalk location at Snow Creek Drive	\$125,000	Pedestrian signal at proposed crosswalk location at Snow Creek Drive	\$125,000
					e	New overpass	\$1,910,000	New overpass	\$1,910,000
					f	New underpass	\$3,050,000	New underpass	\$3,050,000
					g	Wayfinding signage to direct pedestrians to cross at Park Ave/Kearns Blvd intersection	\$900	Wayfinding signage to direct pedestrians to cross at Park Ave/Kearns Blvd intersection	\$900

Level of Service (LOS) Options 1 & 2

Tier	Issue #	Type	Issue	Location	Alt.	1. Historic Spending Over Past 10 Years	Capital Cost	2. Landmark Recommendation	Capital Cost
II	1	Bike Facility	Provide bike facility on Bonanza Drive	Bonanza Drive, from Kearns Blvd to Deer Valley Dr	a	Multi-use path separate from road	\$595,000	Multi-use path separate from road	\$595,000
					b	On street bike facility (overlapping lanes with painted pavement)	\$20,000	On street bike facility (overlapping lanes with painted pavement)	\$20,000
	40	Crossing	Connecting Aerie and Poison Creek Trails	Deer Valley Drive	a	Painted crosswalk on Deer Valley Drive	\$500	Painted crosswalk on Deer Valley Drive	\$500
					b	Raised crosswalk on Deer Valley Drive	\$5,000	Raised crosswalk on Deer Valley Drive	\$5,000
					c	Painted crossing and pedestrian signal indicating crossing on Deer Valley Drive	\$125,000	Painted crossing and pedestrian signal indicating crossing on Deer Valley Drive	\$125,000
					d	New overpass over Deer Valley Drive to connect to Aerie Drive	\$1,980,000	New overpass over Deer Valley Drive to connect to Aerie Drive	\$1,980,000
					e	New underpass under Deer Valley Drive	\$3,420,000	New underpass under Deer Valley Drive	\$3,420,000
					f	Install new sidewalk on west side of Deer Valley Drive from 9th Street to Aerie Drive.	\$156,000	Install new sidewalk on west side of Deer Valley Drive from 9th Street to Aerie Drive.	\$156,000
					g	Wayfinding signage to direct riders to correct crossing point(s)	\$900	Wayfinding signage to direct riders to correct crossing point(s)	\$900
	90	Pedestrian Facility	Gap in sidewalk/trail in front of LDS Church	Lucky John, east of Monitor	a	Realign sidewalk for improved connectivity to trail	\$78,000	Realign sidewalk for improved connectivity to trail	\$78,000
	20	Bike/Pedestrian Facility	No access to Rail Trail from Iron Horse Condos	Bridge across Poison Creek at condos	a	Culvert inserted in creek to provide bike/ped crossing	\$35,000	Culvert inserted in creek to provide bike/ped crossing	\$35,000
					b	Bike/pedestrian bridge structure over Poison Creek	\$85,000	Bike/pedestrian bridge structure over Poison Creek	\$85,000
	25	Pedestrian Facility	On-street parking displaces needed sidewalks	Comstock	a	New sidewalk on east side of Comstock. Eliminate on-street parking one side of street	\$185,000	New sidewalk on east side of Comstock. Eliminate on-street parking one side of street	\$185,000
	28	Pedestrian Facility	Improve walking safety with more pedestrian facilities	Prospector neighborhood	a	New paved trail separated from the road on one side of all through-streets in neighborhood	\$6,510,000	New paved trail separated from the road on one side of all through-streets in neighborhood	\$6,510,000
					b	Add sidewalk on one side of street within existing right-of-way	\$1,870,000	Add sidewalk on one side of street within existing right-of-way	\$1,870,000
					c	Implement one-way roads with striped bike/ped only in opposing lane (Wyatt Earp and Buffalo Bill)	\$2,500	Implement one-way roads with striped bike/ped only in opposing lane (Wyatt Earp and Buffalo Bill)	\$2,500
					d	Pedestrian "share the road" campaign	\$30,000	Pedestrian "share the road" campaign	\$30,000
					e	Traffic calming to slow vehicle traffic in neighborhood	\$129,000	Traffic calming to slow vehicle traffic in neighborhood	\$129,000
					f	Tunnel under Kearns Blvd. at Comstock intersection	\$3,050,000	Tunnel under Kearns Blvd. at Comstock intersection	\$3,050,000
	109	Bike/Pedestrian Facility	Monitor Drive	Little Kate to Kearns Blvd.	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of	\$7,800	Restripe "edge of roadway" lines to approx 8' buffer on one side	\$7,800
				b	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,019,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,019,000	
				c	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,713,000	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,713,000	
				d	Install Class II bicycle lanes on Monitor Dr.	\$7,800	Install Class II bicycle lanes on Monitor Dr.	\$7,800	
				e	Class III bike lane on Monitor Drive.	\$1,000	Class III bike lane on Monitor Drive.	\$1,000	
				f	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	
37	Crossing	Ped/bike crossing of SR-224	Payday Drive/Holiday Ranch Loop Rd	a	Install countdown timer on existing signal at intersection	\$2,000	Install countdown timer on existing signal at intersection	\$2,000	
				b	New overpass over SR-224	\$2,000,000	New overpass over SR-224	\$2,000,000	
				c	New underpass under SR-224	\$3,490,000	New underpass under SR-224	\$3,490,000	
14	Bike/Pedestrian Facility	Lack of trail connection from Park Meadows to Rail Trail	Park Meadows/Prospector	a	New trail from Park Meadows to Rail Trail	\$384,000	New trail from Park Meadows to Rail Trail	\$384,000	
				b	Stripe and sign bike lane through school road system to Comstock intersection	\$2,500	Stripe and sign bike lane through school road system to Comstock intersection	\$2,500	
3	Bike Facility	Provide bike facility on Park Ave	Park Avenue, from Kearns Blvd to Old Town	a	New 8' asphalt trail separated from the road	\$2,490,000	New 8' asphalt trail separated from the road	\$2,490,000	
				b	Class II bike lane from Kearns Blvd to Deer Valley Drive (requires UDOT approval and narrower travel lanes).	\$4,000	Class II bike lane from Kearns Blvd to Deer Valley Drive (requires UDOT approval and narrower travel lanes).	\$4,000	
				c	Class III bike lane south of Deer Valley Drive	\$11,000	Class III bike lane south of Deer Valley Drive	\$11,000	
92	Crossing	No access to crosswalk at 224/248 - need safe connections through this area	By Albertson's	a	New sidewalk on south side of Kearns from Park Avenue to existing sidewalk at Holiday Village	\$322,000	New sidewalk on south side of Kearns from Park Avenue to existing sidewalk at Holiday Village	\$322,000	



Level of Service (LOS) Options 1 & 2

Tier	Issue #	Type	Issue	Location	Alt.	1. Historic Spending Over Past 10 Years	Capital Cost	2. Landmark Recommendation	Capital Cost
III	19	Bike/Pedestrian Facility	Gap in existing trail system	Dan's, north of cemetery	a	New paved trail behind cemetery and Dan's from Monitor Drive to trails northwest of Dan's	\$1,250,000	New paved trail behind cemetery and Dan's from Monitor Drive to trails northwest of Dan's	\$1,250,000
	2	Bike Facility	Provide bike facility on Deer Valley Drive	From Park Ave to Deer Valley's Snow Park Lodge	a	New paved trail separated from the road connecting to Poison Creek Trail at transit center	\$2,580,000	New paved trail separated from the road connecting to Poison Creek Trail at transit center	\$2,580,000
					b	Class II Bike Lane from transit center to Snow Park Lodge and signage on north end of Deer Valley Drive (Jans and Cole Sport) to access Poison Creek Trail in park.	\$16,000	Class II Bike Lane from transit center to Snow Park Lodge and signage on north end of Deer Valley Drive (Jans and Cole Sport) to access Poison Creek Trail in park.	\$16,000
	33	Pedestrian Facility	Sidewalks are missing or unsafe on both sides of street	Marsac Avenue	a	Install sidewalk (eastside Deer Valley to Ontario)	\$570,000	Install sidewalk (eastside Deer Valley to Ontario)	\$570,000
					b	Acquire additional right-of-way to install multi-purpose trail	\$931,000	Acquire additional right-of-way to install multi-purpose trail	\$931,000
	72	Road improvements	Congestion at schools.	Schools	a	Improve traffic circulation at schools by providing a new road that connects Kearns Blvd to Park Meadows neighborhood on east side of school property.	\$4,830,000	Improve traffic circulation at schools by providing a new road that connects Kearns Blvd to Park Meadows neighborhood on east side of school property.	\$4,830,000
	105	Pedestrian Facility	Gap in sidewalk	Park Avenue south of City Park entrance, east side of street	a	Install sidewalk	\$33,900	Install sidewalk	\$33,900
	47	Crossing	Unsafe/difficult to cross street	Marsac Ave./Shorty's Stairs (4th Street)	a	Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	\$125,000	Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	\$125,000
					b	Crosswalk on Marsac with in-road lights - requires UDOT approval	\$18,000	Crosswalk on Marsac with in-road lights - requires UDOT approval	\$18,000
					c	Painted and/or flagged crosswalk on Marsac - requires UDOT approval	\$500	Painted and/or flagged crosswalk on Marsac - requires UDOT approval	\$500
	48	Crossing	Unsafe/difficult to cross street	Marsac Ave./ Wasatch & Ontario Stairs (private stairs at top of Sandridge parking)	a	Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	\$125,000	Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	\$125,000
					b	Crosswalk on Marsac with in-road lights - requires UDOT approval	\$18,000	Crosswalk on Marsac with in-road lights - requires UDOT approval	\$18,000
					c	Painted and/or flagged crosswalk on Marsac - requires UDOT approval	\$500	Painted and/or flagged crosswalk on Marsac - requires UDOT approval	\$500
	21	Bike/Pedestrian Facility	Inadequate sidewalks/bike trails on both sides of street	Park Ave. from Silver King to Heber Ave.	a	Widen sidewalk on east side	\$1,519,100	Widen sidewalk on east side	\$1,519,100
					b	Install multi-purpose trail on west side	\$2,483,600	Install multi-purpose trail on west side	\$2,483,600
	29	Pedestrian Facility	Need for better pedestrian access from Swede Alley to Main St.	Swede Alley	a	Building pass-throughs and/or alleys	\$54,254 for adding sidewalk on one side per alley	Building pass-throughs and/or alleys	\$54,254 for adding sidewalk on one side per alley
	78	Pedestrian Facility	Need sidewalks and bike facilities in Old Town (Woodside, Norfolk, Empire)	Old Town	a	Build new sidewalks (Woodside)	\$1,017,300	Build new sidewalks (Woodside)	\$1,017,300
					b	Build new sidewalks (Norfolk)	\$847,700	Build new sidewalks (Norfolk)	\$847,700
					c	Build new sidewalks (Empire)	\$1,152,900	Build new sidewalks (Empire)	\$1,152,900
	10	Bike/Pedestrian Facility	Lack of alternative route for bikes and pedestrians	Between Prospector Sq. and Payday	a	Develop off-street, alternative route.	\$3,120,000	Develop off-street, alternative route.	\$3,120,000
					b	Sign/stripe on-street bike route	\$20,800	Sign/stripe on-street bike route	\$20,800
	8	Bike Facility	Lack of bike facility around Round Valley	Round Valley	a	New commuter-style trail along US-40 from the Round Valley	\$5,940,000	New commuter-style trail along US-40 from the Round Valley	\$5,940,000
					b	Coordination with regional entities to further this project	N.A.	Coordination with regional entities to further this project	N.A.
	27	Pedestrian Facility	Sidewalks too close to road are perceived as unsafe	SR-248	a	Widen and setback sidewalks along SR-248 from Park Avenue to Bonanza	\$539,200	Widen and setback sidewalks along SR-248 from Park Avenue to Bonanza	\$539,200
	31	Pedestrian Facility	No sidewalk on north side of road	Deer Valley Drive Near Old Town	a	New sidewalk	\$1,186,800	New sidewalk	\$1,186,800
	86 & 77	Crossing	Need improved crossing	Park Avenue at Library bulbout/Skate park	a	Crosswalk with pedestrian-activated light on Park Ave.	\$125,000	Crosswalk with pedestrian-activated light on Park Ave.	\$125,000
					b	Crosswalk with in-road lights on Park Ave.	\$18,000	Crosswalk with in-road lights on Park Ave.	\$18,000
					c	Painted and/or flagged crosswalk on Park Ave.	\$500	Painted and/or flagged crosswalk on Park Ave.	\$500
87	Crossing	Need improved crossing	from Poison Creek Trail to cross Heber Drive as you turn onto Swede Alley	a	Crosswalk on Heber with pedestrian-activated light	\$125,000	Crosswalk on Heber with pedestrian-activated light	\$125,000	
				b	Crosswalk on Heber with in-road lights	\$18,000	Crosswalk on Heber with in-road lights	\$18,000	
				c	Painted and/or flagged crosswalk on Heber	\$500	Painted and/or flagged crosswalk on Heber	\$500	
88	Crossing	Need improved crossing	From Transit Center across Swede Alley	a	Crosswalk on Swede Alley with pedestrian-activated light	\$125,000	Crosswalk on Swede Alley with pedestrian-activated light	\$125,000	
				b	Crosswalk on Swede Alley with in-road lights	\$18,000	Crosswalk on Swede Alley with in-road lights	\$18,000	
				c	Painted and/or flagged crosswalk on Park Ave.	\$500	Painted and/or flagged crosswalk on Park Ave.	\$500	
112	Bike/Pedestrian Facility	Lucky John Dr.	Monitor to where Lucky John changes to Meadows Drive	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$9,400	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$9,400	
				b	Add 5' sidewalk on Lucky John	\$299,000	Add 5' sidewalk on Lucky John	\$299,000	
				c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,233,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,233,000	
				d	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$2,072,000	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$2,072,000	
				e	Install Class II bicycle lanes on Lucky John	\$9,400	Install Class II bicycle lanes on Lucky John	\$9,400	
				f	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	

Level of Service (LOS) Options 1 & 2

Tier	Issue #	Type	Issue	Location	Alt.	1. Historic Spending Over Past 10 Years	Capital Cost	2. Landmark Recommendation	Capital Cost
IV	57	Traffic Calming	Control Intersection	Monitor/Little Kate (at Racket Club)	a	Install 4-way stop intersection with realignment of Racquet Club entrance	\$60,400	Install 4-way stop intersection with realignment of Racquet Club entrance	\$60,400
	4	Bike Facility	Provide bike facility on Kearns Blvd	Kearns Blvd, from Park Ave to US 40	a	Stripe a Class II bike lane on Kearns Blvd - requires UDOT approval	\$40,200	Stripe a Class II bike lane on Kearns Blvd - requires UDOT approval	\$40,200
	15	Bike/Pedestrian Facility	Connect bike path Olympic Village Plaza	Snow Creek Path near Key Bank & Squatters	a	30 feet of new sidewalk to connect Squatter's sidewalk and existing	\$10,200	30 feet of new sidewalk to connect Squatter's sidewalk and existing	\$10,200
	44	Crossing	Pedestrian crossing of Swede Alley at China Bridge parking structure	Swede Alley at China Bridge	a	Pedestrian-actived signal crossing on Swede Alley	\$125,000	Pedestrian-actived signal crossing on Swede Alley	\$125,000
					b	Raised crosswalk on Swede Alley with varying surface material	\$30,000	Raised crosswalk on Swede Alley with varying surface material	\$30,000
					c	Crosswalk with in-road lights on Swede Alley	\$18,000	Crosswalk with in-road lights on Swede Alley	\$18,000
	75	Bike/Pedestrian Facility	Need traffic signal like "Freemont Street" that allows all bikes and pedestrians to go through the intersection at once	Main Street/Heber Intersection	a	Install Signal with Pedestrian Scramble phase	\$125,000	Install Signal with Pedestrian Scramble phase	\$125,000
	74	Regional Coordination	Park and ride at SR-248 and Hwy 40	SR-248 and Highway 40	a	Build park and ride at SR-248 and US-40 (assumes 20-space lot)	\$278,000	Build park and ride at SR-248 and US-40 (assumes 20-space lot)	\$278,000
	32	Pedestrian Facility	Need a continuous bike lane /pedestrian walk	Deer Valley Drive North, East, South	a	Class II on-street striped and signed bike lane	\$21,600	Class II on-street striped and signed bike lane	\$21,600
					b	Bike path separate from road	\$4,767,600	Bike path separate from road	\$4,767,600
					c	Bike lanes/sidewalks	\$2,937,800	Bike lanes/sidewalks	\$2,937,800
	85	Traffic calming	Little Kate needs traffic calming	Little Kate	a	Traffic Calming	\$85,000	Traffic Calming	\$85,000
	17	Bike/Pedestrian Facility	Gap between county and city trail systems	west side of SR-224 at St. Mary's	a	New multi-use trail from St. Mary's Church to Millennium Trail in Summit County	\$3,880,600	New multi-use trail from St. Mary's Church to Millennium Trail in Summit County	\$3,880,600
	107	Bike/Pedestrian Facility	Holiday Ranch Loop Road	SR-224 to Little Kate	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$6,500	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$6,500
					b	Add 5' sidewalk on one side of Holiday Ranch Loop	\$206,000	Add 5' sidewalk on one side of Holiday Ranch Loop	\$206,000
c					Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$848,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$848,000	
d					Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,426,000	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,426,000	
e					Install Class II bicycle lanes on Holiday Ranch Loop Road	\$6,500	Install Class II bicycle lanes on Holiday Ranch Loop Road	\$6,500	
f					Traffic calming to slow vehicle traffic in neighborhood	\$74,000	Traffic calming to slow vehicle traffic in neighborhood	\$74,000	
84	Bike Facility	Need paved connection between Rail Trail and National Ability Center	Gun Club Road	a	New multi-use trail between NAC trail and Rail Trail on Gun Club Road	\$578,000	New multi-use trail between NAC trail and Rail Trail on Gun Club Road	\$578,000	

Level of Service (LOS) Options 1 & 2

Tier	Issue #	Type	Issue	Location	Alt.	1. Historic Spending Over Past 10 Years	Capital Cost	2. Landmark Recommendation	Capital Cost
V	26	Pedestrian Facility	On-street parking creates hazards for pedestrian walking in street	Lucky John	a	Eliminate parking on Lucky John from Monitor to American Saddle Drive	N.A.	Eliminate parking on Lucky John from Monitor to American Saddle Drive	N.A.
					b	Build sidewalks along Lucky John from Monitor to American Saddle Drive	\$2,034,500	Build sidewalks along Lucky John from Monitor to American Saddle Drive	\$2,034,500
	30	Pedestrian Facility	On-street exercise loop around Park Meadows Golf Course is unsafe	Park Meadows	a	Provide a sidewalk within existing right-of-way	\$5,425,400	Provide a sidewalk within existing right-of-way	\$5,425,400
					b	Build trail on adjacent properties	\$8,868,800	Build trail on adjacent properties	\$8,868,800
	81	Bike Facility	Lack of bike facility - sign and stripe bike route	Park Meadows loop	a	Bike lane on Park Meadows Loop	\$40,200	Bike lane on Park Meadows Loop	\$40,200
	54	Traffic calming	Cut through traffic in Prospector Area	from SR-248	a	Widen SR-248 to minimize cut-through traffic Prospector neighborhood - requires UDOT approval	\$65,200,000	Widen SR-248 to minimize cut-through traffic Prospector neighborhood - requires UDOT approval	\$65,200,000
					b	Install raised median on SR-248 west of Comstock - requires UDOT approval	\$1,200,000	Install raised median on SR-248 west of Comstock - requires UDOT approval	\$1,200,000
					c	Make Wyatt Earp, Buffalo Bill one-way northbound	\$2,500	Make Wyatt Earp, Buffalo Bill one-way northbound	\$2,500
					d	Reinstall "No Left Turn" signs from Bonanza Drive to Wyatt Earp - requires UDOT approval	\$400	Reinstall "No Left Turn" signs from Bonanza Drive to Wyatt Earp - requires UDOT approval	\$400
	55	Traffic calming	Congestion in Old Town	Main Street/Swede Alley	b	Make Main Street/Swede Alley a one-way loop.	\$5,000	Make Main Street/Swede Alley a one-way loop.	\$5,000
	56	Traffic calming	Vehicles speeding as they enter Park City	SR-224	a	Construction of roundabout at Meadows Drive to slow traffic entering/leaving Park City - requires UDOT approval	\$1,200,000	Construction of roundabout at Meadows Drive to slow traffic entering/leaving Park City - requires UDOT approval	\$1,200,000
	11	Bike/Pedestrian Facility	Residential access to Kearns Blvd trail	Doc Holiday & Prospector Park Area as whole	a	Identify new sidewalk/easement/fence from Doc Holiday Dr., Monarch, and Butch Cassidy to Kearns trail	\$223,000	Identify new sidewalk/easement/fence from Doc Holiday Dr., Monarch, and Butch Cassidy to Kearns trail	\$223,000
	73	Regional Coordination	Lack of connection between city trails and county trails.	Regional	a	Coordinate with Summit County in connecting city trails with county trails.	N.A.	Coordinate with Summit County in connecting city trails with county trails.	N.A.
	39	Crossing	Lack of ped/bike/ski crossing of SR-224 near St. Mary's Church to connect east and west side trails	SR 224 near St. Mary's church	a	Build new overpass crossing of SR-224 - requires UDOT approval	\$2,000,000	Build new overpass crossing of SR-224 - requires UDOT approval	\$2,000,000
					b	Build new underpass crossing of SR-224 - requires UDOT approval	\$3,490,000	Build new underpass crossing of SR-224 - requires UDOT approval	\$3,490,000
					c	Build pedestrian signal - requires UDOT approval	\$125,000	Build pedestrian signal - requires UDOT approval	\$125,000
	96	Bike/Pedestrian Facility	Trail connection along east side of Deer Valley Drive	Deer Valley Drive	a	New mountain trail from Bonanza Dr to Aerie Drive to connect to Lost Prospector trailhead	\$1,190,000	New mountain trail from Bonanza Dr to Aerie Drive to connect to Lost Prospector trailhead	\$1,190,000
	35	Crossing	Unsafe trail crossing of Meadows Drive	Meadows Drive, east side of SR-224	a	Build new overpass crossing of Meadows Dr.	\$1,820,000	Build new overpass crossing of Meadows Dr.	\$1,820,000
					b	Build new underpass crossing of Meadows Dr.	\$2,620,000	Build new underpass crossing of Meadows Dr.	\$2,620,000
					c	Move at-grade crossing farther away from SR-224	\$332,622 for Trail, \$122,227 for Two 20' Bridge	Move at-grade crossing farther away from SR-224	\$332,622 for Trail, \$122,227 for Two 20' Bridge
					d	Improve signage at Meadows Drive	\$2,000	Improve signage at Meadows Drive	\$2,000
	36	Crossing	Ped/bike/ski crossing of Meadows Drive	Meadows Drive, west side of SR-224	a	Build new overpass crossing of Meadows Dr.	\$1,820,000	Build new overpass crossing of Meadows Dr.	\$1,820,000
					b	Build new underpass crossing of Meadows Dr.	\$2,620,000	Build new underpass crossing of Meadows Dr.	\$2,620,000
					c	Improve at-grade crossing	\$10,000	Improve at-grade crossing	\$10,000
	38	Crossing	Ped/bike/ski crossing of Payday Drive	Payday Drive/Holiday Ranch Loop Rd	a	Build new overpass crossing of Payday	\$1,820,000	Build new overpass crossing of Payday	\$1,820,000
					b	Build new underpass crossing of Payday	\$2,620,000	Build new underpass crossing of Payday	\$2,620,000
					c	Improve at-grade crossing	\$10,000	Improve at-grade crossing	\$10,000
	43	Crossing	Ped/bike/ski crossing of Thayne's Canyon Drive	Thayne's Canyon Drive at trail crossing	a	Build new overpass crossing of Thayne's Drive	\$1,820,000	Build new overpass crossing of Thayne's Drive	\$1,820,000
					b	Build new underpass crossing of Meadows Dr.	\$2,620,000	Build new underpass crossing of Meadows Dr.	\$2,620,000
					c	Improve at-grade crossing	\$10,000	Improve at-grade crossing	\$10,000
	76	?	Build gondola that stops at key destination points throughout City	Citywide		Gondola	\$50,000,000	Gondola	\$50,000,000
	6	Bike Facility	Connect city trails to mountain trails.	Park City Golf Course	a	Provide bike facility through Park City Golf Course	\$583,000	Provide bike facility through Park City Golf Course	\$583,000
	18	Bike/Pedestrian Facility	Lack of trail connection between Park Ave. and Deer Valley Dr.	Condos on west side of Park Ave.	a	New trail on west side of SR-224 to Deer Valley Drive	\$887,000	New trail on west side of SR-224 to Deer Valley Drive	\$887,000
	24	Pedestrian Facility	Gap in popular walking route	Top of town connecting Marsac and Park Ave.	a	Short, steep pedestrian connection at top of hill.	\$169,500	Short, steep pedestrian connection at top of hill.	\$169,500
	22	Bike/Pedestrian Facility	Illegal parking on street blocks safe/continuous walking/cycling	Eagle Pointe Drive (north Park Mead.)	b	Enforce parking regulations	N.A.	Enforce parking regulations	N.A.
	23	Bike/Pedestrian Facility	Lack of parking at Cove Trail Head	Meadows Drive at Cove Trail Head	a	Establish trail head parking as identified in Trails Master Plan (5 spaces)	\$70,000	Establish trail head parking as identified in Trails Master Plan (5 spaces)	\$70,000
	99	Bike/Pedestrian Facility	Neighborhood access to McCloed Creek Trail without using Holiday Ranch Loop west	Holiday Ranch Loop west of Creek Drive	a	Any alternative access to trail would have significant wetlands impacts. No alternatives have been proposed.	N.A.	Any alternative access to trail would have significant wetlands impacts. No alternatives have been proposed.	N.A.
	16	Bike/Pedestrian Facility	Circuitous route for non-rec users of trail near McPolin Farm	west side of SR-224	a	Realign and straighten existing trail from Meadows Drive to St Mary's Church	\$2,328,400	Realign and straighten existing trail from Meadows Drive to St Mary's Church	\$2,328,400
	106	Bike/Pedestrian Facility	Safety of Rail Trail crossing at Wyatt Earp	Intersection of Rail Trail and Wyatt Earp Way	a	Install signage on both Wyatt Earp and on Rail Trail warning drivers and trail users of upcoming crossing	\$1,000	Install signage on both Wyatt Earp and on Rail Trail warning drivers and trail users of upcoming crossing	\$1,000
	71	Road improvements	Left-turning traffic on both roads backs up considerably.	Bonanza Drive & Prospector intersection	a	Improve Bonanza and Prospector intersection	\$150,000	Improve Bonanza and Prospector intersection	\$150,000
	110	Bike/Pedestrian Facility	Lucky John Dr.	Little Kate to American Saddler	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$5,300	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$5,300
					b	Add 5' sidewalk on Lucky John	\$169,000	Add 5' sidewalk on Lucky John	\$169,000
c					Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$697,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$697,000	
d					Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,171,000	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,171,000	
e					Install Class II bicycle lanes on Lucky John	\$5,300	Install Class II bicycle lanes on Lucky John	\$5,300	
f					Traffic calming to slow vehicle traffic in neighborhood	\$67,000	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	
111	Bike/Pedestrian Facility	American Saddler Dr.	Lucky John to Meadows Drive	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$11,500	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$11,500	
				b	Add 5' sidewalk on American Saddler	\$367,000	Add 5' sidewalk on American Saddler	\$367,000	
				c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,512,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,512,000	
				d	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$2,542,000	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$2,542,000	
				e	Install Class II bicycle lanes on American Saddler	\$11,500	Install Class II bicycle lanes on American Saddler	\$11,500	
				f	Traffic calming to slow vehicle traffic in neighborhood	\$107,000	Traffic calming to slow vehicle traffic in neighborhood	\$107,000	
113	Bike/Pedestrian Facility	Meadows Drive	American Saddler to SR-224	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$7,900	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$7,900	
				b	Add 5' sidewalk on Meadows Drive	\$249,000	Add 5' sidewalk on Meadows Drive	\$249,000	
				c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,029,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,029,000	
				d	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,729,000	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,729,000	
				e	Install Class II bicycle lanes on Meadows Drive	\$7,900	Install Class II bicycle lanes on Meadows Drive	\$7,900	
				f	Traffic calming to slow vehicle traffic in neighborhood	\$40,000	Traffic calming to slow vehicle traffic in neighborhood	\$40,000	

Level of Service (LOS) Options 3 & 4

Tier	Issue #	Type	Issue	Location	Alt.	3. Landmark Recommendation + "Easy" and Inexpensive Projects in Tiers 3-5	Capital Cost	4. Landmark Recommendation + Grade-seperation of top two ranked projects	Capital Cost
I	34	Crossing	Pedestrian/bike crossing of Bonanza Drive	Bonanza Drive, connecting Poison Creek Trail to Rail Trail	a	Lights in surface of road to draw drivers' attention to crossing	\$18,000	Lights in surface of road to draw drivers' attention to crossing	\$18,000
					b	Raised crosswalk to slow vehicles and call attention to crossing	\$3,000	Raised crosswalk to slow vehicles and call attention to crossing	\$3,000
					c	Pedestrian activated signal that stops vehicle traffic on Bonanza Dr.	\$125,000	Pedestrian activated signal that stops vehicle traffic on Bonanza Dr.	\$125,000
					d	New overpass	\$1,850,000	New overpass	\$1,850,000
					e	New underpass	\$2,760,000	New underpass	\$2,760,000
					f	Barrier such as fencing to funnel bikers/peds to cross at one point	\$37,000	Barrier such as fencing to funnel bikers/peds to cross at one point	\$37,000
					g	Improve existing sidewalk on east side of Bonanza to 8' asphalt trail	\$82,000	Improve existing sidewalk on east side of Bonanza to 8' asphalt trail	\$82,000
	41 & 45	Crossing	Pedestrian/bike crossing of SR-248 near schools	SR-248, eastern end near schools	a	Install a Hawk Beacon pedestrian signal at existing crossing between LDS seminary and high school	\$125,000	Install a Hawk Beacon pedestrian signal at existing crossing between LDS seminary and high school	\$125,000
					b	New overpass	\$1,910,000	New overpass	\$1,910,000
					c	New underpass	\$3,050,000	New underpass	\$3,050,000
					d	Barrier such as fencing to funnel bikers/peds to cross at one point	\$72,000	Barrier such as fencing to funnel bikers/peds to cross at one point	\$72,000
					e	New parking near high school to minimize SR-248 crossings	\$300,000	New parking near high school to minimize SR-248 crossings	\$300,000
					f	Parking sticker program for neighborhood residents only.	N.A.	Parking sticker program for neighborhood residents only.	N.A.
					g	Coordinate with PC Transit to encourage use of public transit	N.A.	Coordinate with PC Transit to encourage use of public transit	N.A.
	12 & 108	Bike/Pedestrian Facility	Lack of ped/bike facilities - connect to schools and Racquet Club	Little Kate	a	Restripe "edge of roadway" lines to approx 8' buffer on north side of road	\$2,400	Restripe "edge of roadway" lines to approx 8' buffer on north side of road	\$2,400
					b	Add 5' sidewalk on north side of Little Kate from Holiday Ranch Loop to existing Monitor Dr. sidewalk. Fill in gap in sidewalk at LDS church.	\$163,200	Add 5' sidewalk on north side of Little Kate from Holiday Ranch Loop to existing Monitor Dr. sidewalk. Fill in gap in sidewalk at LDS church.	\$163,200
					c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,341,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,341,000
					d	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,520,000	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,520,000
					e	Add 5' sidewalk entire length of Little Kate within existing ROW on north side and east side of Lucky John from Little Kate to school drop off	\$325,000	Add 5' sidewalk entire length of Little Kate within existing ROW on north side and east side of Lucky John from Little Kate to school drop off	\$325,000
					f	Implement one-way roads with striped bike/ped only in opposing lane	\$10,060	Implement one-way roads with striped bike/ped only in opposing lane	\$10,060
					g	Pedestrian "share the road" campaign	\$30,000	Pedestrian "share the road" campaign	\$30,000
					h	Traffic calming to slow vehicle traffic in neighborhood	\$85,000	Traffic calming to slow vehicle traffic in neighborhood	\$85,000
	42 & 91	Crossing	Ped/bike crossing of SR-248 near west end/Unsafe crossing	SR-248, western end between Park Ave and Bonanza/Holiday Village between Dan's and Albertson's	a	Painted crosswalk across SR-248 at Snow Creek Drive	\$500	Painted crosswalk across SR-248 at Snow Creek Drive	\$500
					b	Inroadway lights with crosswalk at Snow Creek Drive	\$25,000	Inroadway lights with crosswalk at Snow Creek Drive	\$25,000
					c	Street lighting at proposed crosswalk location at Snow Creek Drive	\$10,000	Street lighting at proposed crosswalk location at Snow Creek Drive	\$10,000
					d	Pedestrian signal at proposed crosswalk location at Snow Creek Drive	\$125,000	Pedestrian signal at proposed crosswalk location at Snow Creek Drive	\$125,000
					e	New overpass	\$1,910,000	New overpass	\$1,910,000
					f	New underpass	\$3,050,000	New underpass	\$3,050,000
g					Wayfinding signage to direct pedestrians to cross at Park Ave/Kearns Blvd intersection	\$900	Wayfinding signage to direct pedestrians to cross at Park Ave/Kearns Blvd intersection	\$900	

Level of Service (LOS) Options 3 & 4

Tier	Issue #	Type	Issue	Location	Alt.	3. Landmark Recommendation + "Easy" and Inexpensive Projects in Tiers 3-5	Capital Cost	4. Landmark Recommendation + Grade-separation of top two ranked projects	Capital Cost
II	1	Bike Facility	Provide bike facility on Bonanza Drive	Bonanza Drive, from Kearns Blvd to Deer Valley Dr	a	Multi-use path separate from road	\$595,000	Multi-use path separate from road	\$595,000
					b	On street bike facility (overlapping lanes with painted pavement)	\$20,000	On street bike facility (overlapping lanes with painted pavement)	\$20,000
	40	Crossing	Connecting Aerie and Poison Creek Trails	Deer Valley Drive	a	Painted crosswalk on Deer Valley Drive	\$500	Painted crosswalk on Deer Valley Drive	\$500
					b	Raised crosswalk on Deer Valley Drive	\$5,000	Raised crosswalk on Deer Valley Drive	\$5,000
					c	Painted crossing and pedestrian signal indicating crossing on Deer Valley Drive	\$125,000	Painted crossing and pedestrian signal indicating crossing on Deer Valley Drive	\$125,000
					d	New overpass over Deer Valley Drive to connect to Aerie Drive	\$1,980,000	New overpass over Deer Valley Drive to connect to Aerie Drive	\$1,980,000
					e	New underpass under Deer Valley Drive	\$3,420,000	New underpass under Deer Valley Drive	\$3,420,000
					f	Install new sidewalk on west side of Deer Valley Drive from 9th Street to Aerie Drive.	\$156,000	Install new sidewalk on west side of Deer Valley Drive from 9th Street to Aerie Drive.	\$156,000
					g	Wayfinding signage to direct riders to correct crossing point(s)	\$900	Wayfinding signage to direct riders to correct crossing point(s)	\$900
	90	Pedestrian Facility	Gap in sidewalk/trail in front of LDS Church	Lucky John, east of Monitor	a	Realign sidewalk for improved connectivity to trail	\$78,000	Realign sidewalk for improved connectivity to trail	\$78,000
	20	Bike/Pedestrian Facility	No access to Rail Trail from Iron Horse Condos	Bridge across Poison Creek at condos	a	Culvert inserted in creek to provide bike/ped crossing	\$35,000	Culvert inserted in creek to provide bike/ped crossing	\$35,000
					b	Bike/pedestrian bridge structure over Poison Creek	\$85,000	Bike/pedestrian bridge structure over Poison Creek	\$85,000
	25	Pedestrian Facility	On-street parking displaces needed sidewalks	Comstock	a	New sidewalk on east side of Comstock. Eliminate on-street parking one side of street	\$185,000	New sidewalk on east side of Comstock. Eliminate on-street parking one side of street	\$185,000
	28	Pedestrian Facility	Improve walking safety with more pedestrian facilities	Prospector neighborhood	a	New paved trail separated from the road on one side of all through-streets in neighborhood	\$6,510,000	New paved trail separated from the road on one side of all through-streets in neighborhood	\$6,510,000
					b	Add sidewalk on one side of street within existing right-of-way	\$1,870,000	Add sidewalk on one side of street within existing right-of-way	\$1,870,000
					c	Implement one-way roads with striped bike/ped only in opposing lane (Wyatt Earp and Buffalo Bill)	\$2,500	Implement one-way roads with striped bike/ped only in opposing lane (Wyatt Earp and Buffalo Bill)	\$2,500
					d	Pedestrian "share the road" campaign	\$30,000	Pedestrian "share the road" campaign	\$30,000
					e	Traffic calming to slow vehicle traffic in neighborhood	\$129,000	Traffic calming to slow vehicle traffic in neighborhood	\$129,000
					f	Tunnel under Kearns Blvd. at Comstock intersection	\$3,050,000	Tunnel under Kearns Blvd. at Comstock intersection	\$3,050,000
	109	Bike/Pedestrian Facility	Monitor Drive	Little Kate to Kearns Blvd.	a	Restripe "edge of roadway" lines to approx 8' buffer on one side	\$7,800	Restripe "edge of roadway" lines to approx 8' buffer on one side	\$7,800
					b	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,019,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,019,000
					c	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,713,000	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,713,000
					d	Install Class II bicycle lanes on Monitor Dr.	\$7,800	Install Class II bicycle lanes on Monitor Dr.	\$7,800
				e	Class III bike lane on Monitor Drive.	\$1,000	Class III bike lane on Monitor Drive.	\$1,000	
				f	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	
37	Crossing	Ped/bike crossing of SR-224	Payday Drive/Holiday Ranch Loop Rd	a	Install countdown timer on existing signal at intersection	\$2,000	Install countdown timer on existing signal at intersection	\$2,000	
				b	New overpass over SR-224	\$2,000,000	New overpass over SR-224	\$2,000,000	
				c	New underpass under SR-224	\$3,490,000	New underpass under SR-224	\$3,490,000	
14	Bike/Pedestrian Facility	Lack of trail connection from Park Meadows to Rail Trail	Park Meadows/Prospector	a	New trail from Park Meadows to Rail Trail	\$384,000	New trail from Park Meadows to Rail Trail	\$384,000	
				b	Stripe and sign bike lane through school road system to Comstock intersection	\$2,500	Stripe and sign bike lane through school road system to Comstock intersection	\$2,500	
3	Bike Facility	Provide bike facility on Park Ave	Park Avenue, from Kearns Blvd to Old Town	a	New 8' asphalt trail separated from the road	\$2,490,000	New 8' asphalt trail separated from the road	\$2,490,000	
				b	Class II bike lane from Kearns Blvd to Deer Valley Drive (requires UDOT approval and narrower travel lanes).	\$4,000	Class II bike lane from Kearns Blvd to Deer Valley Drive (requires UDOT approval and narrower travel lanes).	\$4,000	
				c	Class III bike lane south of Deer Valley Drive	\$11,000	Class III bike lane south of Deer Valley Drive	\$11,000	
92	Crossing	No access to crosswalk at 224/248 - need safe connections through this area	By Albertson's	a	New sidewalk on south side of Kearns from Park Avenue to existing sidewalk at Holiday Village	\$322,000	New sidewalk on south side of Kearns from Park Avenue to existing sidewalk at Holiday Village	\$322,000	

Level of Service (LOS) Options 3 & 4

Tier	Issue #	Type	Issue	Location	Alt.	3. Landmark Recommendation + "Easy" and Inexpensive Projects in Tiers 3-5	Capital Cost	4. Landmark Recommendation + Grade-seperation of top two ranked projects	Capital Cost
III	19	Bike/Pedestrian Facility	Gap in existing trail system	Dan's, north of cemetery	a	New paved trail behind cemetery and Dan's from Monitor Drive to trails northwest of Dan's	\$1,250,000	New paved trail behind cemetery and Dan's from Monitor Drive to trails northwest of Dan's	\$1,250,000
	2	Bike Facility	Provide bike facility on Deer Valley Drive	From Park Ave to Deer Valley's Snow Park Lodge	a	New paved trail separated from the road connecting to Poison Creek Trail at transit center	\$2,580,000	New paved trail separated from the road connecting to Poison Creek Trail at transit center	\$2,580,000
					b	Class II Bike Lane from transit center to Snow Park Lodge and signage on north end of Deer Valley Drive (Jans and Cole Sport) to access Poison Creek Trail in park.	\$16,000	Class II Bike Lane from transit center to Snow Park Lodge and signage on north end of Deer Valley Drive (Jans and Cole Sport) to access Poison Creek Trail in park.	\$16,000
	33	Pedestrian Facility	Sidewalks are missing or unsafe on both sides of street	Marsac Avenue	a	Install sidewalk (eastside Deer Valley to Ontario)	\$570,000	Install sidewalk (eastside Deer Valley to Ontario)	\$570,000
					b	Acquire additional right-of-way to install multi-purpose trail	\$931,000	Acquire additional right-of-way to install multi-purpose trail	\$931,000
	72	Road improvements	Congestion at schools.	Schools	a	Improve traffic circulation at schools by providing a new road that connects Kearns Blvd to Park Meadows neighborhood on east side of school property.	\$4,830,000	Improve traffic circulation at schools by providing a new road that connects Kearns Blvd to Park Meadows neighborhood on east side of school property.	\$4,830,000
	105	Pedestrian Facility	Gap in sidewalk	Park Avenue south of City Park entrance, east side of street	a	Install sidewalk	\$33,900	Install sidewalk	\$33,900
	47	Crossing	Unsafe/difficult to cross street	Marsac Ave./Shorty's Stairs (4th Street)	a	Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	\$125,000	Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	\$125,000
					b	Crosswalk on Marsac with in-road lights - requires UDOT approval	\$18,000	Crosswalk on Marsac with in-road lights - requires UDOT approval	\$18,000
					c	Painted and/or flagged crosswalk on Marsac - requires UDOT approval	\$500	Painted and/or flagged crosswalk on Marsac - requires UDOT approval	\$500
	48	Crossing	Unsafe/difficult to cross street	Marsac Ave./ Wasatch & Ontario Stairs (private stairs at top of Sandridge parking)	a	Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	\$125,000	Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	\$125,000
					b	Crosswalk on Marsac with in-road lights - requires UDOT approval	\$18,000	Crosswalk on Marsac with in-road lights - requires UDOT approval	\$18,000
					c	Painted and/or flagged crosswalk on Marsac - requires UDOT approval	\$500	Painted and/or flagged crosswalk on Marsac - requires UDOT approval	\$500
	21	Bike/Pedestrian Facility	Inadequate sidewalks/bike trails on both sides of street	Park Ave. from Silver King to Heber Ave.	a	Widen sidewalk on east side	\$1,519,100	Widen sidewalk on east side	\$1,519,100
					b	Install multi-purpose trail on west side	\$2,483,600	Install multi-purpose trail on west side	\$2,483,600
	29	Pedestrian Facility	Need for better pedestrian access from Swede Alley to Main St.	Swede Alley	a	Building pass-throughs and/or alleys	\$54,254 for adding sidewalk on one side per alley	Building pass-throughs and/or alleys	\$54,254 for adding sidewalk on one side per alley
	78	Pedestrian Facility	Need sidewalks and bike facilities in Old Town (Woodside, Norfolk, Empire)	Old Town	a	Build new sidewalks (Woodside)	\$1,017,300	Build new sidewalks (Woodside)	\$1,017,300
					b	Build new sidewalks (Norfolk)	\$847,700	Build new sidewalks (Norfolk)	\$847,700
					c	Build new sidewalks (Empire)	\$1,152,900	Build new sidewalks (Empire)	\$1,152,900
	10	Bike/Pedestrian Facility	Lack of alternative route for bikes and pedestrians	Between Prospector Sq. and Payday	a	Develop off-street, alternative route.	\$3,120,000	Develop off-street, alternative route.	\$3,120,000
					b	Sign/stripe on-street bike route	\$20,800	Sign/stripe on-street bike route	\$20,800
	8	Bike Facility	Lack of bike facility around Round Valley	Round Valley	a	New commuter-style trail along US-40 from the Round Valley	\$5,940,000	New commuter-style trail along US-40 from the Round Valley	\$5,940,000
					b	Coordination with regional entities to further this project	N.A.	Coordination with regional entities to further this project	N.A.
	27	Pedestrian Facility	Sidewalks too close to road are perceived as unsafe	SR-248	a	Widen and setback sidewalks along SR-248 from Park Avenue to Bonanza	\$539,200	Widen and setback sidewalks along SR-248 from Park Avenue to Bonanza	\$539,200
	31	Pedestrian Facility	No sidewalk on north side of road	Deer Valley Drive Near Old Town	a	New sidewalk	\$1,186,800	New sidewalk	\$1,186,800
	86 & 77	Crossing	Need improved crossing	Park Avenue at Library bulbout/Skate park	a	Crosswalk with pedestrian-activated light on Park Ave.	\$125,000	Crosswalk with pedestrian-activated light on Park Ave.	\$125,000
					b	Crosswalk with in-road lights on Park Ave.	\$18,000	Crosswalk with in-road lights on Park Ave.	\$18,000
					c	Painted and/or flagged crosswalk on Park Ave.	\$500	Painted and/or flagged crosswalk on Park Ave.	\$500
	87	Crossing	Need improved crossing	from Poison Creek Trail to cross Heber Drive as you turn onto Swede Alley	a	Crosswalk on Heber with pedestrian-activated light	\$125,000	Crosswalk on Heber with pedestrian-activated light	\$125,000
					b	Crosswalk on Heber with in-road lights	\$18,000	Crosswalk on Heber with in-road lights	\$18,000
c					Painted and/or flagged crosswalk on Heber	\$500	Painted and/or flagged crosswalk on Heber	\$500	
88	Crossing	Need improved crossing	From Transit Center across Swede Alley	a	Crosswalk on Swede Alley with pedestrian-activated light	\$125,000	Crosswalk on Swede Alley with pedestrian-activated light	\$125,000	
				b	Crosswalk on Swede Alley with in-road lights	\$18,000	Crosswalk on Swede Alley with in-road lights	\$18,000	
				c	Painted and/or flagged crosswalk on Swede Alley	\$500	Painted and/or flagged crosswalk on Park Ave.	\$500	
112	Bike/Pedestrian Facility	Lucky John Dr.	Monitor to where Lucky John changes to Meadows Drive	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$9,400	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$9,400	
				b	Add 5' sidewalk on Lucky John	\$299,000	Add 5' sidewalk on Lucky John	\$299,000	
				c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,233,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,233,000	
				d	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$2,072,000	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$2,072,000	
				e	Install Class II bicycle lanes on Lucky John	\$9,400	Install Class II bicycle lanes on Lucky John	\$9,400	
				f	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	

Level of Service (LOS) Options 3 & 4

Tier	Issue #	Type	Issue	Location	Alt.	3. Landmark Recommendation + "Easy" and Inexpensive Projects in Tiers 3-5	Capital Cost	4. Landmark Recommendation + Grade-seperation of top two ranked projects	Capital Cost
IV	57	Traffic Calming	Control Intersection	Monitor/Little Kate (at Racket Club)	a	Install 4-way stop intersection with realignment of Racquet Club entrance	\$60,400	Install 4-way stop intersection with realignment of Racquet Club entrance	\$60,400
	4	Bike Facility	Provide bike facility on Kearns Blvd	Kearns Blvd, from Park Ave to US 40	a	Stripe a Class II bike lane on Kearns Blvd - requires UDOT approval	\$40,200	Stripe a Class II bike lane on Kearns Blvd - requires UDOT approval	\$40,200
	15	Bike/Pedestrian Facility	Connect bike path Olympic Village Plaza	Snow Creek Path near Key Bank & Squatters	a	30 feet of new sidewalk to connect Squatter's sidewalk and existing	\$10,200	30 feet of new sidewalk to connect Squatter's sidewalk and existing	\$10,200
	44	Crossing	Pedestrian crossing of Swede Alley at China Bridge parking structure	Swede Alley at China Bridge	a	Pedestrian-actived signal crossing on Swede Alley	\$125,000	Pedestrian-actived signal crossing on Swede Alley	\$125,000
					b	Raised crosswalk on Swede Alley with varying surface material	\$30,000	Raised crosswalk on Swede Alley with varying surface material	\$30,000
					c	Crosswalk with in-road lights on Swede Alley	\$18,000	Crosswalk with in-road lights on Swede Alley	\$18,000
	75	Bike/Pedestrian Facility	Need traffic signal like "Freemont Street" that allows all bikes and pedestrians to go through the intersection at once	Main Street/Heber Intersection	a	Install Signal with Pedestrian Scramble phase	\$125,000	Install Signal with Pedestrian Scramble phase	\$125,000
	74	Regional Coordination	Park and ride at SR-248 and Hwy 40	SR-248 and Highway 40	a	Build park and ride at SR-248 and US-40 (assumes 20-space lot)	\$278,000	Build park and ride at SR-248 and US-40 (assumes 20-space lot)	\$278,000
	32	Pedestrian Facility	Need a continuous bike lane /pedestrian walk	Deer Valley Drive North, East, South	a	Class II on-street striped and signed bike lane	\$21,600	Class II on-street striped and signed bike lane	\$21,600
					b	Bike path separate from road	\$4,767,600	Bike path separate from road	\$4,767,600
					c	Bike lanes/sidewalks	\$2,937,800	Bike lanes/sidewalks	\$2,937,800
	85	Traffic calming	Little Kate needs traffic calming	Little Kate	a	Traffic Calming	\$85,000	Traffic Calming	\$85,000
	17	Bike/Pedestrian Facility	Gap between county and city trail systems	west side of SR-224 at St. Mary's	a	New multi-use trail from St. Mary's Church to Millennium Trail in Summit County	\$3,880,600	New multi-use trail from St. Mary's Church to Millennium Trail in Summit County	\$3,880,600
	107	Bike/Pedestrian Facility	Holiday Ranch Loop Road	SR-224 to Little Kate	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$6,500	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$6,500
b					Add 5' sidewalk on one side of Holiday Ranch Loop	\$206,000	Add 5' sidewalk on one side of Holiday Ranch Loop	\$206,000	
c					Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$848,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$848,000	
d					Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,426,000	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,426,000	
e					Install Class II bicycle lanes on Holiday Ranch Loop Road	\$6,500	Install Class II bicycle lanes on Holiday Ranch Loop Road	\$6,500	
f					Traffic calming to slow vehicle traffic in neighborhood	\$74,000	Traffic calming to slow vehicle traffic in neighborhood	\$74,000	
84	Bike Facility	Need paved connection between Rail Trail and National Ability Center	Gun Club Road	a	New multi-use trail between NAC trail and Rail Trail on Gun Club Road	\$578,000	New multi-use trail between NAC trail and Rail Trail on Gun Club Road	\$578,000	

PARK CITY TRAILS MASTER PLAN UPDATE AND WALKABLE/BIKEABLE NEIGHBORHOOD STUDY



Tier	Issue #	Type	Issue	Location	Alt	3. Landmark Recommendation + "Easy" and Inexpensive Projects in Tiers 3-5	Capital Cost	4. Landmark Recommendation + Grade-separation of top two ranked projects	Capital Cost
V	26	Pedestrian Facility	On-street parking creates hazards for pedestrian walking in street	Lucky John	a	Eliminate parking on Lucky John from Monitor to American Saddle Drive	N.A.	Eliminate parking on Lucky John from Monitor to American Saddle Drive	N.A.
					b	Build sidewalks along Lucky John from Monitor to American Saddle Drive	\$2,034,500	Build sidewalks along Lucky John from Monitor to American Saddle Drive	\$2,034,500
	30	Pedestrian Facility	On-street exercise loop around Park Meadows Golf Course is unsafe	Park Meadows	a	Provide a sidewalk within existing right-of-way	\$5,425,400	Provide a sidewalk within existing right-of-way	\$5,425,400
					b	Build trail on adjacent properties	\$8,868,800	Build trail on adjacent properties	\$8,868,800
	81	Bike Facility	Lack of bike facility - sign and stripe bike route	Park Meadows loop	a	Bike lane on Park Meadows Loop	\$40,200	Bike lane on Park Meadows Loop	\$40,200
	54	Traffic calming	Cut through traffic in Prospector Area	from SR-248	a	Widen SR-248 to minimize cut-through traffic Prospector neighborhood - requires UDOT approval	\$65,200,000	Widen SR-248 to minimize cut-through traffic Prospector neighborhood - requires UDOT approval	\$65,200,000
					b	Install raised median on SR-248 west of Comstock - requires UDOT approval	\$1,200,000	Install raised median on SR-248 west of Comstock - requires UDOT approval	\$1,200,000
					c	Make Wyatt Earp, Buffalo Bill one-way northbound	\$2,500	Make Wyatt Earp, Buffalo Bill one-way northbound	\$2,500
					d	Reinstall "No Left Turn" signs from Bonanza Drive to Wyatt Earp - requires UDOT approval	\$400	Reinstall "No Left Turn" signs from Bonanza Drive to Wyatt Earp - requires UDOT approval	\$400
	55	Traffic calming	Congestion in Old Town	Main Street/Swede Alley	b	Make Main Street/Swede Alley a one-way loop.	\$5,000	Make Main Street/Swede Alley a one-way loop.	\$5,000
56	Traffic calming	Vehicles speeding as they enter Park City	SR-224	a	Construction of roundabout at Meadows Drive to slow traffic entering/leaving Park City - requires UDOT approval	\$1,200,000	Construction of roundabout at Meadows Drive to slow traffic entering/leaving Park City - requires UDOT approval	\$1,200,000	
11	Bike/Pedestrian Facility	Residential access to Kearns Blvd trail	Doc Holiday & Prospector Park Area as whole	a	Identify new sidewalk/easement/fence from Doc Holiday Dr., Monarch, and Butch Cassidy to Kearns trail	\$223,000	Identify new sidewalk/easement/fence from Doc Holiday Dr., Monarch, and Butch Cassidy to Kearns trail	\$223,000	
73	Regional Coordination	Lack of connection between city trails and county trails.	Regional	a	Coordinate with Summit County in connecting city trails with county trails.	N.A.	Coordinate with Summit County in connecting city trails with county trails.	N.A.	
39	Crossing	Lack of ped/bike/ski crossing of SR-224 near St. Mary's Church to connect east and west side trails	SR 224 near St. Mary's church	a	Build new overpass crossing of SR-224 - requires UDOT approval	\$2,000,000	Build new overpass crossing of SR-224 - requires UDOT approval	\$2,000,000	
				b	Build new underpass crossing of SR-224 - requires UDOT approval	\$3,490,000	Build new underpass crossing of SR-224 - requires UDOT approval	\$3,490,000	
				c	Build pedestrian signal - requires UDOT approval	\$125,000	Build pedestrian signal - requires UDOT approval	\$125,000	
96	Bike/Pedestrian Facility	Trail connection along east side of Deer Valley Drive	Deer Valley Drive	a	New mountain trail from Bonanza Dr to Aerie Drive to connect to Lost Prospector trailhead	\$1,190,000	New mountain trail from Bonanza Dr to Aerie Drive to connect to Lost Prospector trailhead	\$1,190,000	
35	Crossing	Unsafe trail crossing of Meadows Drive	Meadows Drive, east side of SR-224	a	Build new overpass crossing of Meadows Dr.	\$1,820,000	Build new overpass crossing of Meadows Dr.	\$1,820,000	
				b	Build new underpass crossing of Meadows Dr.	\$2,620,000	Build new underpass crossing of Meadows Dr.	\$2,620,000	
				c	Move at-grade crossing farther away from SR-224	\$332,622 for Trail, \$122,227 for Two 20' Bridge	Move at-grade crossing farther away from SR-224	\$332,622 for Trail, \$122,227 for Two 20' Bridge	
				d	Improve signage at Meadows Drive	\$2,000	Improve signage at Meadows Drive	\$2,000	
36	Crossing	Ped/bike/ski crossing of Meadows Drive	Meadows Drive, west side of SR-224	a	Build new overpass crossing of Meadows Dr.	\$1,820,000	Build new overpass crossing of Meadows Dr.	\$1,820,000	
				b	Build new underpass crossing of Meadows Dr.	\$2,620,000	Build new underpass crossing of Meadows Dr.	\$2,620,000	
				c	Improve at-grade crossing	\$10,000	Improve at-grade crossing	\$10,000	
38	Crossing	Ped/bike/ski crossing of Payday Drive	Payday Drive/Holiday Ranch Loop Rd	a	Build new overpass crossing of Payday	\$1,820,000	Build new overpass crossing of Payday	\$1,820,000	
				b	Build new underpass crossing of Payday	\$2,620,000	Build new underpass crossing of Payday	\$2,620,000	
				c	Improve at-grade crossing	\$10,000	Improve at-grade crossing	\$10,000	
43	Crossing	Ped/bike/ski crossing of Thayne's Canyon Drive	Thayne's Canyon Drive at trail crossing	a	Build new overpass crossing of Thayne's Drive	\$1,820,000	Build new overpass crossing of Thayne's Drive	\$1,820,000	
				b	Build new underpass crossing of Meadows Dr.	\$2,620,000	Build new underpass crossing of Meadows Dr.	\$2,620,000	
				c	Improve at-grade crossing	\$10,000	Improve at-grade crossing	\$10,000	
76	?	Build gondola that stops at key destination points throughout City	Citywide		Gondola	\$50,000,000	Gondola	\$50,000,000	
6	Bike Facility	Connect city trails to mountain trails.	Park City Golf Course	a	Provide bike facility through Park City Golf Course	\$583,000	Provide bike facility through Park City Golf Course	\$583,000	
18	Bike/Pedestrian Facility	Lack of trail connection between Park Ave. and Deer Valley Dr.	Condos on west side of Park Ave.	a	New trail on west side of SR-224 to Deer Valley Drive	\$887,000	New trail on west side of SR-224 to Deer Valley Drive	\$887,000	
24	Pedestrian Facility	Gap in popular walking route	Top of town connecting Marsac and Park Ave.	a	Short, steep pedestrian connection at top of hill.	\$169,500	Short, steep pedestrian connection at top of hill.	\$169,500	
22	Bike/Pedestrian Facility	Illegal parking on street blocks safe/continuous walking/cycling	Eagle Pointe Drive (north Park Mead.)	b	Enforce parking regulations	N.A.	Enforce parking regulations	N.A.	
23	Bike/Pedestrian Facility	Lack of parking at Cove Trail Head	Meadows Drive at Cove Trail Head	a	Establish trail head parking as identified in Trails Master Plan (5 spaces)	\$70,000	Establish trail head parking as identified in Trails Master Plan (5 spaces)	\$70,000	
99	Bike/Pedestrian Facility	Neighborhood access to McCloed Creek Trail without using Holiday Ranch Loop west	Holiday Ranch Loop west of Creek Drive	a	Any alternative acces to trail would have significant wetlands impacts. No alternatives have been proposed.	N.A.	Any alternative acces to trail would have significant wetlands impacts. No alternatives have been proposed.	N.A.	
16	Bike/Pedestrian Facility	Circuitous route for non-rec users of trail near McPolin Farm	west side of SR-224	a	Realign and straighten existing trail from Meadows Drive to St Mary's Church	\$2,328,400	Realign and straighten existing trail from Meadows Drive to St Mary's Church	\$2,328,400	
106	Bike/Pedestrian Facility	Safety of Rail Trail crossing at Wyatt Earp	Intersection of Rail Trail and Wyatt Earp Way	a	Install signage on both Wyatt Earp and on Rail Trail warning drivers and trail users of upcoming crossing	\$1,000	Install signage on both Wyatt Earp and on Rail Trail warning drivers and trail users of upcoming crossing	\$1,000	
71	Road improvements	Left-turning traffic on both roads backs up considerably.	Bonanza Drive & Prospector intersection	a	Improve Bonanza and Prospector intersection	\$150,000	Improve Bonanza and Prospector intersection	\$150,000	
110	Bike/Pedestrian Facility	Lucky John Dr.	Little Kate to American Saddler	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$5,300	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$5,300	
				b	Add 5' sidewalk on Lucky John	\$169,000	Add 5' sidewalk on Lucky John	\$169,000	
				c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$697,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$697,000	
				d	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,171,000	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,171,000	
				e	Install Class II bicycle lanes on Lucky John	\$5,300	Install Class II bicycle lanes on Lucky John	\$5,300	
				f	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	
111	Bike/Pedestrian Facility	American Saddler Dr.	Lucky John to Meadows Drive	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$11,500	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$11,500	
				b	Add 5' sidewalk on American Saddler	\$367,000	Add 5' sidewalk on American Saddler	\$367,000	
				c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,512,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,512,000	
				d	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$2,542,000	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$2,542,000	
				e	Install Class II bicycle lanes on American Saddler	\$11,500	Install Class II bicycle lanes on American Saddler	\$11,500	
				f	Traffic calming to slow vehicle traffic in neighborhood	\$107,000	Traffic calming to slow vehicle traffic in neighborhood	\$107,000	
113	Bike/Pedestrian Facility	Meadows Drive	American Saddler to SR-224	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$7,900	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$7,900	
				b	Add 5' sidewalk on Meadows Drive	\$249,000	Add 5' sidewalk on Meadows Drive	\$249,000	
				c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,029,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,029,000	
				d	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,729,000	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,729,000	
				e	Install Class II bicycle lanes on Meadows Drive	\$7,900	Install Class II bicycle lanes on Meadows Drive	\$7,900	
				f	Traffic calming to slow vehicle traffic in neighborhood	\$40,000	Traffic calming to slow vehicle traffic in neighborhood	\$40,000	

Level of Service (LOS) Options 3 & 4

Level of Service (LOS) Options 5 & 6

Tier	Issue #	Type	Issue	Location	Alt.	5. Landmark Recommendation + "Easy" and Inexpensive Projects in Tiers 3-5 + Grade-separation of top two ranked projects	Capital Cost	6. Grade-separation of bicycles and pedestrians to greatest extent possible in Tiers 1 & 2 + "Easy" and Inexpensive Projects in Tiers 3-5	Capital Cost
I	34	Crossing	Pedestrian/bike crossing of Bonanza Drive	Bonanza Drive, connecting Poison Creek Trail to Rail Trail	a	Lights in surface of road to draw drivers' attention to crossing	\$18,000	Lights in surface of road to draw drivers' attention to crossing	\$18,000
					b	Raised crosswalk to slow vehicles and call attention to crossing	\$3,000	Raised crosswalk to slow vehicles and call attention to crossing	\$3,000
					c	Pedestrian activated signal that stops vehicle traffic on Bonanza Dr.	\$125,000	Pedestrian activated signal that stops vehicle traffic on Bonanza Dr.	\$125,000
					d	New overpass	\$1,850,000	New overpass	\$1,850,000
					e	New underpass	\$2,760,000	New underpass	\$2,760,000
					f	Barrier such as fencing to funnel bikers/peds to cross at one point	\$37,000	Barrier such as fencing to funnel bikers/peds to cross at one point	\$37,000
					g	Improve existing sidewalk on east side of Bonanza to 8' asphalt trail	\$82,000	Improve existing sidewalk on east side of Bonanza to 8' asphalt trail	\$82,000
	41 & 45	Crossing	Pedestrian/bike crossing of SR-248 near schools	SR-248, eastern end near schools	a	Install a Hawk Beacon pedestrian signal at existing crossing between LDS seminary and high school	\$125,000	Install a Hawk Beacon pedestrian signal at existing crossing between LDS seminary and high school	\$125,000
					b	New overpass	\$1,910,000	New overpass	\$1,910,000
					c	New underpass	\$3,050,000	New underpass	\$3,050,000
					d	Barrier such as fencing to funnel bikers/peds to cross at one point	\$72,000	Barrier such as fencing to funnel bikers/peds to cross at one point	\$72,000
					e	New parking near high school to minimize SR-248 crossings	\$300,000	New parking near high school to minimize SR-248 crossings	\$300,000
					f	Parking sticker program for neighborhood residents only.	N.A.	Parking sticker program for neighborhood residents only.	N.A.
					g	Coordinate with PC Transit to encourage use of public transit	N.A.	Coordinate with PC Transit to encourage use of public transit	N.A.
	12 & 108	Bike/Pedestrian Facility	Lack of ped/bike facilities - connect to schools and Racquet Club	Little Kate	a	Restripe "edge of roadway" lines to approx 8' buffer on north side of road	\$2,400	Restripe "edge of roadway" lines to approx 8' buffer on north side of road	\$2,400
					b	Add 5' sidewalk on north side of Little Kate from Holiday Ranch Loop to existing Monitor Dr. sidewalk. Fill in gap in sidewalk at LDS church.	\$163,200	Add 5' sidewalk on north side of Little Kate from Holiday Ranch Loop to existing Monitor Dr. sidewalk. Fill in gap in sidewalk at LDS church.	\$163,200
					c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,341,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,341,000
					d	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,520,000	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,520,000
					e	Add 5' sidewalk entire length of Little Kate within existing ROW on north side and east side of Lucky John from Little Kate to school drop off	\$325,000	Add 5' sidewalk entire length of Little Kate within existing ROW on north side and east side of Lucky John from Little Kate to school drop off	\$325,000
					f	Implement one-way roads with striped bike/ped only in opposing lane	\$10,060	Implement one-way roads with striped bike/ped only in opposing lane	\$10,060
					g	Pedestrian "share the road" campaign	\$30,000	Pedestrian "share the road" campaign	\$30,000
					h	Traffic calming to slow vehicle traffic in neighborhood	\$85,000	Traffic calming to slow vehicle traffic in neighborhood	\$85,000
	42 & 91	Crossing	Ped/bike crossing of SR-248 near west end/Unsafe crossing	SR-248, western end between Park Ave and Bonanza/Holiday Village between Dan's and Albertson's	a	Painted crosswalk across SR-248 at Snow Creek Drive	\$500	Painted crosswalk across SR-248 at Snow Creek Drive	\$500
					b	Inroadway lights with crosswalk at Snow Creek Drive	\$25,000	Inroadway lights with crosswalk at Snow Creek Drive	\$25,000
					c	Street lighting at proposed crosswalk location at Snow Creek Drive	\$10,000	Street lighting at proposed crosswalk location at Snow Creek Drive	\$10,000
					d	Pedestrian signal at proposed crosswalk location at Snow Creek Drive	\$125,000	Pedestrian signal at proposed crosswalk location at Snow Creek Drive	\$125,000
					e	New overpass	\$1,910,000	New overpass	\$1,910,000
					f	New underpass	\$3,050,000	New underpass	\$3,050,000
					g	Wayfinding signage to direct pedestrians to cross at Park Ave/Kearns Blvd intersection	\$900	Wayfinding signage to direct pedestrians to cross at Park Ave/Kearns Blvd intersection	\$900

Level of Service (LOS) Options 5 & 6

Tier	Issue #	Type	Issue	Location	Alt.	5. Landmark Recommendation + "Easy" and Inexpensive Projects in Tiers 3-5 + Grade-separation of top two ranked projects	Capital Cost	6. Grade-separation of bicycles and pedestrians to greatest extent possible in Tiers 1 & 2 + "Easy" and Inexpensive Projects in Tiers 3-5	Capital Cost	
II	1	Bike Facility	Provide bike facility on Bonanza Drive	Bonanza Drive, from Kearns Blvd to Deer Valley Dr	a	Multi-use path separate from road	\$595,000	Multi-use path separate from road	\$595,000	
					b	On street bike facility (overlapping lanes with painted pavement)	\$20,000	On street bike facility (overlapping lanes with painted pavement)	\$20,000	
		40	Crossing	Connecting Aerie and Poison Creek Trails	Deer Valley Drive	a	Painted crosswalk on Deer Valley Drive	\$500	Painted crosswalk on Deer Valley Drive	\$500
					b	Raised crosswalk on Deer Valley Drive	\$5,000	Raised crosswalk on Deer Valley Drive	\$5,000	
					c	Painted crossing and pedestrian signal indicating crossing on Deer Valley Drive	\$125,000	Painted crossing and pedestrian signal indicating crossing on Deer Valley Drive	\$125,000	
					d	New overpass over Deer Valley Drive to connect to Aerie Drive	\$1,980,000	New overpass over Deer Valley Drive to connect to Aerie Drive	\$1,980,000	
					e	New underpass under Deer Valley Drive	\$3,420,000	New underpass under Deer Valley Drive	\$3,420,000	
					f	Install new sidewalk on west side of Deer Valley Drive from 9th Street to Aerie Drive.	\$156,000	Install new sidewalk on west side of Deer Valley Drive from 9th Street to Aerie Drive.	\$156,000	
					g	Wayfinding signage to direct riders to correct crossing point(s)	\$900	Wayfinding signage to direct riders to correct crossing point(s)	\$900	
		90	Pedestrian Facility	Gap in sidewalk/trail in front of LDS Church	Lucky John, east of Monitor	a	Realign sidewalk for improved connectivity to trail	\$78,000	Realign sidewalk for improved connectivity to trail	\$78,000
		20	Bike/Pedestrian Facility	No access to Rail Trail from Iron Horse Condos	Bridge across Poison Creek at condos	a	Culvert inserted in creek to provide bike/ped crossing	\$35,000	Culvert inserted in creek to provide bike/ped crossing	\$35,000
					b	Bike/pedestrian bridge structure over Poison Creek	\$85,000	Bike/pedestrian bridge structure over Poison Creek	\$85,000	
		25	Pedestrian Facility	On-street parking displaces needed sidewalks	Comstock	a	New sidewalk on east side of Comstock. Eliminate on-street parking one side of street	\$185,000	New sidewalk on east side of Comstock. Eliminate on-street parking one side of street	\$185,000
		28	Pedestrian Facility	Improve walking safety with more pedestrian facilities	Prospector neighborhood	a	New paved trail separated from the road on one side of all through-streets in neighborhood	\$6,510,000	New paved trail separated from the road on one side of all through-streets in neighborhood	\$6,510,000
					b	Add sidewalk on one side of street within existing right-of-way	\$1,870,000	Add sidewalk on one side of street within existing right-of-way	\$1,870,000	
					c	Implement one-way roads with striped bike/ped only in opposing lane (Wyatt Earp and Buffalo Bill)	\$2,500	Implement one-way roads with striped bike/ped only in opposing lane (Wyatt Earp and Buffalo Bill)	\$2,500	
					d	Pedestrian "share the road" campaign	\$30,000	Pedestrian "share the road" campaign	\$30,000	
					e	Traffic calming to slow vehicle traffic in neighborhood	\$129,000	Traffic calming to slow vehicle traffic in neighborhood	\$129,000	
					f	Tunnel under Kearns Blvd. at Comstock intersection	\$3,050,000	Tunnel under Kearns Blvd. at Comstock intersection	\$3,050,000	
		109	Bike/Pedestrian Facility	Monitor Drive	Little Kate to Kearns Blvd.	a	Restripe "edge of roadway" lines to approx 8' buffer on one side	\$7,800	Restripe "edge of roadway" lines to approx 8' buffer on one side	\$7,800
				b	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,019,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,019,000		
				c	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,713,000	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,713,000		
				d	Install Class II bicycle lanes on Monitor Dr.	\$7,800	Install Class II bicycle lanes on Monitor Dr.	\$7,800		
				e	Class III bike lane on Monitor Drive.	\$1,000	Class III bike lane on Monitor Drive.	\$1,000		
				f	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	Traffic calming to slow vehicle traffic in neighborhood	\$67,000		
	37	Crossing	Ped/bike crossing of SR-224	Payday Drive/Holiday Ranch Loop Rd	a	Install countdown timer on existing signal at intersection	\$2,000	Install countdown timer on existing signal at intersection	\$2,000	
				b	New overpass over SR-224	\$2,000,000	New overpass over SR-224	\$2,000,000		
				c	New underpass under SR-224	\$3,490,000	New underpass under SR-224	\$3,490,000		
	14	Bike/Pedestrian Facility	Lack of trail connection from Park Meadows to Rail Trail	Park Meadows/Prospector	a	New trail from Park Meadows to Rail Trail	\$384,000	New trail from Park Meadows to Rail Trail	\$384,000	
				b	Stripe and sign bike lane through school road system to Comstock intersection	\$2,500	Stripe and sign bike lane through school road system to Comstock intersection	\$2,500		
	3	Bike Facility	Provide bike facility on Park Ave	Park Avenue, from Kearns Blvd to Old Town	a	New 8' asphalt trail separated from the road	\$2,490,000	New 8' asphalt trail separated from the road	\$2,490,000	
				b	Class II bike lane from Kearns Blvd to Deer Valley Drive (requires UDOT approval and narrower travel lanes).	\$4,000	Class II bike lane from Kearns Blvd to Deer Valley Drive (requires UDOT approval and narrower travel lanes).	\$4,000		
				c	Class III bike lane south of Deer Valley Drive	\$11,000	Class III bike lane south of Deer Valley Drive	\$11,000		
	92	Crossing	No access to crosswalk at 224/248 - need safe connections through this area	By Albertson's	a	New sidewalk on south side of Kearns from Park Avenue to existing sidewalk at Holiday Village	\$322,000	New sidewalk on south side of Kearns from Park Avenue to existing sidewalk at Holiday Village	\$322,000	

Level of Service (LOS) Options 5 & 6

Tier	Issue #	Type	Issue	Location	Alt.	5. Landmark Recommendation + "Easy" and Inexpensive Projects in Tiers 3-5 + Grade-separation of top two ranked projects	Capital Cost	6. Grade-separation of bicycles and pedestrians to greatest extent possible in Tiers 1 & 2 + "Easy" and Inexpensive Projects in Tiers 3-5	Capital Cost
III	19	Bike/Pedestrian Facility	Gap in existing trail system	Dan's, north of cemetery	a	New paved trail behind cemetery and Dan's from Monitor Drive to trails northwest of Dan's	\$1,250,000	New paved trail behind cemetery and Dan's from Monitor Drive to trails northwest of Dan's	\$1,250,000
	2	Bike Facility	Provide bike facility on Deer Valley Drive	From Park Ave to Deer Valley's Snow Park Lodge	a	New paved trail separated from the road connecting to Poison Creek Trail at transit center	\$2,580,000	New paved trail separated from the road connecting to Poison Creek Trail at transit center	\$2,580,000
					b	Class II Bike Lane from transit center to Snow Park Lodge and signage on north end of Deer Valley Drive (Jans and Cole Sport) to access Poison Creek Trail in park.	\$16,000	Class II Bike Lane from transit center to Snow Park Lodge and signage on north end of Deer Valley Drive (Jans and Cole Sport) to access Poison Creek Trail in park.	\$16,000
	33	Pedestrian Facility	Sidewalks are missing or unsafe on both sides of street	Marsac Avenue	a	Install sidewalk (eastside Deer Valley to Ontario)	\$570,000	Install sidewalk (eastside Deer Valley to Ontario)	\$570,000
					b	Acquire additional right-of-way to install multi-purpose trail	\$931,000	Acquire additional right-of-way to install multi-purpose trail	\$931,000
	72	Road improvements	Congestion at schools.	Schools	a	Improve traffic circulation at schools by providing a new road that connects Kearns Blvd to Park Meadows neighborhood on east side of school property.	\$4,830,000	Improve traffic circulation at schools by providing a new road that connects Kearns Blvd to Park Meadows neighborhood on east side of school property.	\$4,830,000
	105	Pedestrian Facility	Gap in sidewalk	Park Avenue south of City Park entrance, east side of street	a	Install sidewalk	\$33,900	Install sidewalk	\$33,900
	47	Crossing	Unsafe/difficult to cross street	Marsac Ave./Shorty's Stairs (4th Street)	a	Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	\$125,000	Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	\$125,000
					b	Crosswalk on Marsac with in-road lights - requires UDOT approval	\$18,000	Crosswalk on Marsac with in-road lights - requires UDOT approval	\$18,000
					c	Painted and/or flagged crosswalk on Marsac - requires UDOT approval	\$500	Painted and/or flagged crosswalk on Marsac - requires UDOT approval	\$500
	48	Crossing	Unsafe/difficult to cross street	Marsac Ave./ Wasatch & Ontario Stairs (private stairs at top of Sandridge parking)	a	Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	\$125,000	Crosswalk on Marsac with pedestrian-activated light - requires UDOT approval	\$125,000
					b	Crosswalk on Marsac with in-road lights - requires UDOT approval	\$18,000	Crosswalk on Marsac with in-road lights - requires UDOT approval	\$18,000
					c	Painted and/or flagged crosswalk on Marsac - requires UDOT approval	\$500	Painted and/or flagged crosswalk on Marsac - requires UDOT approval	\$500
	21	Bike/Pedestrian Facility	Inadequate sidewalks/bike trails on both sides of street	Park Ave. from Silver King to Heber Ave.	a	Widen sidewalk on east side	\$1,519,100	Widen sidewalk on east side	\$1,519,100
					b	Install multi-purpose trail on west side	\$2,483,600	Install multi-purpose trail on west side	\$2,483,600
	29	Pedestrian Facility	Need for better pedestrian access from Swede Alley to Main St.	Swede Alley	a	Building pass-throughs and/or alleys	\$54,254 for adding sidewalk on one side per alley	Building pass-throughs and/or alleys	\$54,254 for adding sidewalk on one side per alley
	78	Pedestrian Facility	Need sidewalks and bike facilities in Old Town (Woodside, Norfolk, Empire)	Old Town	a	Build new sidewalks (Woodside)	\$1,017,300	Build new sidewalks (Woodside)	\$1,017,300
					b	Build new sidewalks (Norfolk)	\$847,700	Build new sidewalks (Norfolk)	\$847,700
					c	Build new sidewalks (Empire)	\$1,152,900	Build new sidewalks (Empire)	\$1,152,900
	10	Bike/Pedestrian Facility	Lack of alternative route for bikes and pedestrians	Between Prospector Sq. and Payday	a	Develop off-street, alternative route.	\$3,120,000	Develop off-street, alternative route.	\$3,120,000
					b	Sign/stripe on-street bike route	\$20,800	Sign/stripe on-street bike route	\$20,800
	8	Bike Facility	Lack of bike facility around Round Valley	Round Valley	a	New commuter-style trail along US-40 from the Round Valley	\$5,940,000	New commuter-style trail along US-40 from the Round Valley	\$5,940,000
					b	Coordination with regional entities to further this project	N.A.	Coordination with regional entities to further this project	N.A.
	27	Pedestrian Facility	Sidewalks too close to road are perceived as unsafe	SR-248	a	Widen and setback sidewalks along SR-248 from Park Avenue to Bonanza	\$539,200	Widen and setback sidewalks along SR-248 from Park Avenue to Bonanza	\$539,200
	31	Pedestrian Facility	No sidewalk on north side of road	Deer Valley Drive Near Old Town	a	New sidewalk	\$1,186,800	New sidewalk	\$1,186,800
	86 & 77	Crossing	Need improved crossing	Park Avenue at Library bulbout/Skate park	a	Crosswalk with pedestrian-activated light on Park Ave.	\$125,000	Crosswalk with pedestrian-activated light on Park Ave.	\$125,000
					b	Crosswalk with in-road lights on Park Ave.	\$18,000	Crosswalk with in-road lights on Park Ave.	\$18,000
					c	Painted and/or flagged crosswalk on Park Ave.	\$500	Painted and/or flagged crosswalk on Park Ave.	\$500
	87	Crossing	Need improved crossing	from Poison Creek Trail to cross Heber Drive as you turn onto Swede Alley	a	Crosswalk on Heber with pedestrian-activated light	\$125,000	Crosswalk on Heber with pedestrian-activated light	\$125,000
					b	Crosswalk on Heber with in-road lights	\$18,000	Crosswalk on Heber with in-road lights	\$18,000
c					Painted and/or flagged crosswalk on Heber	\$500	Painted and/or flagged crosswalk on Heber	\$500	
88	Crossing	Need improved crossing	From Transit Center across Swede Alley	a	Crosswalk on Swede Alley with pedestrian-activated light	\$125,000	Crosswalk on Swede Alley with pedestrian-activated light	\$125,000	
				b	Crosswalk on Swede Alley with in-road lights	\$18,000	Crosswalk on Swede Alley with in-road lights	\$18,000	
				c	Painted and/or flagged crosswalk on Swede Alley	\$500	Painted and/or flagged crosswalk on Swede Alley	\$500	
112	Bike/Pedestrian Facility	Lucky John Dr.	Monitor to where Lucky John changes to Meadows Drive	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$9,400	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$9,400	
				b	Add 5' sidewalk on Lucky John	\$299,000	Add 5' sidewalk on Lucky John	\$299,000	
				c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,233,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,233,000	
				d	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$2,072,000	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$2,072,000	
				e	Install Class II bicycle lanes on Lucky John	\$9,400	Install Class II bicycle lanes on Lucky John	\$9,400	
				f	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	

Level of Service (LOS) Options 5 & 6

Tier	Issue #	Type	Issue	Location	Alt.	5. Landmark Recommendation + "Easy" and Inexpensive Projects in Tiers 3-5 + Grade-seperation of top two ranked projects	Capital Cost	6. Grade-seperation of bicycles and pedestrians to greatest extent possible in Tiers 1 & 2 + "Easy" and Inexpensive Projects in Tiers 3-5	Capital Cost
IV	57	Traffic Calming	Control Intersection	Monitor/Little Kate (at Racket Club)	a	Install 4-way stop intersection with realignment of Racquet Club entrance	\$60,400	Install 4-way stop intersection with realignment of Racquet Club entrance	\$60,400
	4	Bike Facility	Provide bike facility on Kearns Blvd	Kearns Blvd, from Park Ave to US 40	a	Stripe a Class II bike lane on Kearns Blvd - requires UDOT approval	\$40,200	Stripe a Class II bike lane on Kearns Blvd - requires UDOT approval	\$40,200
	15	Bike/Pedestrian Facility	Connect bike path Olympic Village Plaza	Snow Creek Path near Key Bank & Squatters	a	30 feet of new sidewalk to connect Squatter's sidewalk and existing	\$10,200	30 feet of new sidewalk to connect Squatter's sidewalk and existing	\$10,200
	44	Crossing	Pedestrian crossing of Swede Alley at China Bridge parking structure	Swede Alley at China Bridge	a	Pedestrian-actived signal crossing on Swede Alley	\$125,000	Pedestrian-actived signal crossing on Swede Alley	\$125,000
					b	Raised crosswalk on Swede Alley with varying surface material	\$30,000	Raised crosswalk on Swede Alley with varying surface material	\$30,000
					c	Crosswalk with in-road lights on Swede Alley	\$18,000	Crosswalk with in-road lights on Swede Alley	\$18,000
	75	Bike/Pedestrian Facility	Need traffic signal like "Freemont Street" that allows all bikes and pedestrians to go through the intersection at once	Main Street/Heber Intersection	a	Install Signal with Pedestrian Scramble phase	\$125,000	Install Signal with Pedestrian Scramble phase	\$125,000
	74	Regional Coordination	Park and ride at SR-248 and Hwy 40	SR-248 and Highway 40	a	Build park and ride at SR-248 and US-40 (assumes 20-space lot)	\$278,000	Build park and ride at SR-248 and US-40 (assumes 20-space lot)	\$278,000
	32	Pedestrian Facility	Need a continuous bike lane /pedestrian walk	Deer Valley Drive North, East, South	a	Class II on-street striped and signed bike lane	\$21,600	Class II on-street striped and signed bike lane	\$21,600
					b	Bike path separate from road	\$4,767,600	Bike path separate from road	\$4,767,600
					c	Bike lanes/sidewalks	\$2,937,800	Bike lanes/sidewalks	\$2,937,800
	85	Traffic calming	Little Kate needs traffic calming	Little Kate	a	Traffic Calming	\$85,000	Traffic Calming	\$85,000
	17	Bike/Pedestrian Facility	Gap between county and city trail systems	west side of SR-224 at St. Mary's	a	New multi-use trail from St. Mary's Church to Millennium Trail in Summit County	\$3,880,600	New multi-use trail from St. Mary's Church to Millennium Trail in Summit County	\$3,880,600
	107	Bike/Pedestrian Facility	Holiday Ranch Loop Road	SR-224 to Little Kate	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$6,500	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$6,500
					b	Add 5' sidewalk on one side of Holiday Ranch Loop	\$206,000	Add 5' sidewalk on one side of Holiday Ranch Loop	\$206,000
c					Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$848,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$848,000	
d					Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,426,000	Seperated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,426,000	
e					Install Class II bicycle lanes on Holiday Ranch Loop Road	\$6,500	Install Class II bicycle lanes on Holiday Ranch Loop Road	\$6,500	
f					Traffic calming to slow vehicle traffic in neighborhood	\$74,000	Traffic calming to slow vehicle traffic in neighborhood	\$74,000	
84	Bike Facility	Need paved connection between Rail Trail and National Ability Center	Gun Club Road	a	New multi-use trail between NAC trail and Rail Trail on Gun Club Road	\$578,000	New multi-use trail between NAC trail and Rail Trail on Gun Club Road	\$578,000	

PARK CITY TRAILS MASTER PLAN UPDATE AND WALKABLE/BIKEABLE NEIGHBORHOOD STUDY



Tier	Issue #	Type	Issue	Location	Alt.	5. Landmark Recommendation + "Easy" and Inexpensive Projects in Tiers 3-5 + Grade-separation of top two ranked projects	Capital Cost	6. Grade-separation of bicycles and pedestrians to greatest extent possible in Tiers 1 & 2 + "Easy" and Inexpensive Projects in Tiers 3-5	Capital Cost
	26	Pedestrian Facility	On-street parking creates hazards for pedestrian walking in street	Lucky John	a	Eliminate parking on Lucky John from Monitor to American Saddle Drive	N.A.	Eliminate parking on Lucky John from Monitor to American Saddle Drive	N.A.
					b	Build sidewalks along Lucky John from Monitor to American Saddle Drive	\$2,034,500	Build sidewalks along Lucky John from Monitor to American Saddle Drive	\$2,034,500
	30	Pedestrian Facility	On-street exercise loop around Park Meadows Golf Course is unsafe	Park Meadows	a	Provide a sidewalk within existing right-of-way	\$5,425,400	Provide a sidewalk within existing right-of-way	\$5,425,400
					b	Build trail on adjacent properties	\$8,868,800	Build trail on adjacent properties	\$8,868,800
	81	Bike Facility	Lack of bike facility - sign and stripe bike route	Park Meadows loop	a	Bike lane on Park Meadows Loop	\$40,200	Bike lane on Park Meadows Loop	\$40,200
	54	Traffic calming	Cut through traffic in Prospector Area	from SR-248	a	Widen SR-248 to minimize cut-through traffic Prospector neighborhood - requires UDOT approval	\$65,200,000	Widen SR-248 to minimize cut-through traffic Prospector neighborhood - requires UDOT approval	\$65,200,000
					b	Install raised median on SR-248 west of Comstock - requires UDOT approval	\$1,200,000	Install raised median on SR-248 west of Comstock - requires UDOT approval	\$1,200,000
					c	Make Wyatt Earp, Buffalo Bill one-way northbound	\$2,500	Make Wyatt Earp, Buffalo Bill one-way northbound	\$2,500
					d	Reinstall "No Left Turn" signs from Bonanza Drive to Wyatt Earp - requires UDOT approval	\$400	Reinstall "No Left Turn" signs from Bonanza Drive to Wyatt Earp - requires UDOT approval	\$400
	55	Traffic calming	Congestion in Old Town	Main Street/Swede Alley	b	Make Main Street/Swede Alley a one-way loop.	\$5,000	Make Main Street/Swede Alley a one-way loop.	\$5,000
	56	Traffic calming	Vehicles speeding as they enter Park City	SR-224	a	Construction of roundabout at Meadows Drive to slow traffic entering/leaving Park City - requires UDOT approval	\$1,200,000	Construction of roundabout at Meadows Drive to slow traffic entering/leaving Park City - requires UDOT approval	\$1,200,000
	11	Bike/Pedestrian Facility	Residential access to Kearns Blvd trail	Doc Holiday & Prospector Park Area as whole	a	Identify new sidewalk/easement/fence from Doc Holiday Dr., Monarch, and Butch Cassidy to Kearns trail	\$223,000	Identify new sidewalk/easement/fence from Doc Holiday Dr., Monarch, and Butch Cassidy to Kearns trail	\$223,000
	73	Regional Coordination	Lack of connection between city trails and county trails.	Regional	a	Coordinate with Summit County in connecting city trails with county trails.	N.A.	Coordinate with Summit County in connecting city trails with county trails.	N.A.
	39	Crossing	Lack of ped/bike/ski crossing of SR-224 near St. Mary's Church to connect east and west side trails	SR 224 near St. Mary's church	a	Build new overpass crossing of SR-224 - requires UDOT approval	\$2,000,000	Build new overpass crossing of SR-224 - requires UDOT approval	\$2,000,000
					b	Build new underpass crossing of SR-224 - requires UDOT approval	\$3,490,000	Build new underpass crossing of SR-224 - requires UDOT approval	\$3,490,000
					c	Build pedestrian signal - requires UDOT approval	\$125,000	Build pedestrian signal - requires UDOT approval	\$125,000
	96	Bike/Pedestrian Facility	Trail connection along east side of Deer Valley Drive	Deer Valley Drive	a	New mountain trail from Bonanza Dr to Aerie Drive to connect to Lost Prospector trailhead	\$1,190,000	New mountain trail from Bonanza Dr to Aerie Drive to connect to Lost Prospector trailhead	\$1,190,000
	35	Crossing	Unsafe trail crossing of Meadows Drive	Meadows Drive, east side of SR-224	a	Build new overpass crossing of Meadows Dr.	\$1,820,000	Build new overpass crossing of Meadows Dr.	\$1,820,000
					b	Build new underpass crossing of Meadows Dr.	\$2,620,000	Build new underpass crossing of Meadows Dr.	\$2,620,000
					c	Move at-grade crossing farther away from SR-224	\$332,622 for Trail, \$122,227 for Two 20' Bridge	Move at-grade crossing farther away from SR-224	\$332,622 for Trail, \$122,227 for Two 20' Bridge
					d	Improve signage at Meadows Drive	\$2,000	Improve signage at Meadows Drive	\$2,000
	36	Crossing	Ped/bike/ski crossing of Meadows Drive	Meadows Drive, west side of SR-224	a	Build new overpass crossing of Meadows Dr.	\$1,820,000	Build new overpass crossing of Meadows Dr.	\$1,820,000
					b	Build new underpass crossing of Meadows Dr.	\$2,620,000	Build new underpass crossing of Meadows Dr.	\$2,620,000
					c	Improve at-grade crossing	\$10,000	Improve at-grade crossing	\$10,000
	38	Crossing	Ped/bike/ski crossing of Payday Drive	Payday Drive/Holiday Ranch Loop Rd	a	Build new overpass crossing of Payday	\$1,820,000	Build new overpass crossing of Payday	\$1,820,000
					b	Build new underpass crossing of Payday	\$2,620,000	Build new underpass crossing of Payday	\$2,620,000
					c	Improve at-grade crossing	\$10,000	Improve at-grade crossing	\$10,000
	43	Crossing	Ped/bike/ski crossing of Thayne's Canyon Drive	Thayne's Canyon Drive at trail crossing	a	Build new overpass crossing of Thayne's Drive	\$1,820,000	Build new overpass crossing of Thayne's Drive	\$1,820,000
					b	Build new underpass crossing of Meadows Dr.	\$2,620,000	Build new underpass crossing of Meadows Dr.	\$2,620,000
					c	Improve at-grade crossing	\$10,000	Improve at-grade crossing	\$10,000
	76	?	Build gondola that stops at key destination points throughout City	Citywide		Gondola	\$50,000,000	Gondola	\$50,000,000
	6	Bike Facility	Connect city trails to mountain trails.	Park City Golf Course	a	Provide bike facility through Park City Golf Course	\$583,000	Provide bike facility through Park City Golf Course	\$583,000
	18	Bike/Pedestrian Facility	Lack of trail connection between Park Ave. and Deer Valley Dr.	Condos on west side of Park Ave.	a	New trail on west side of SR-224 to Deer Valley Drive	\$887,000	New trail on west side of SR-224 to Deer Valley Drive	\$887,000
	24	Pedestrian Facility	Gap in popular walking route	Top of town connecting Marsac and Park Ave.	a	Short, steep pedestrian connection at top of hill.	\$169,500	Short, steep pedestrian connection at top of hill.	\$169,500
	22	Bike/Pedestrian Facility	Illegal parking on street blocks safe/continuous walking/cycling	Eagle Pointe Drive (north Park Mead.)	b	Enforce parking regulations	N.A.	Enforce parking regulations	N.A.
	23	Bike/Pedestrian Facility	Lack of parking at Cove Trail Head	Meadows Drive at Cove Trail Head	a	Establish trail head parking as identified in Trails Master Plan (5 spaces)	\$70,000	Establish trail head parking as identified in Trails Master Plan (5 spaces)	\$70,000
	99	Bike/Pedestrian Facility	Neighborhood access to McCloed Creek Trail without using Holiday Ranch Loop west	Holiday Ranch Loop west of Creek Drive	a	Any alternative access to trail would have significant wetlands impacts. No alternatives have been proposed.	N.A.	Any alternative access to trail would have significant wetlands impacts. No alternatives have been proposed.	N.A.
	16	Bike/Pedestrian Facility	Circuitous route for non-rec users of trail near McPolin Farm	west side of SR-224	a	Realign and straighten existing trail from Meadows Drive to St Mary's Church	\$2,328,400	Realign and straighten existing trail from Meadows Drive to St Mary's Church	\$2,328,400
	106	Bike/Pedestrian Facility	Safety of Rail Trail crossing at Wyatt Earp	Intersection of Rail Trail and Wyatt Earp Way	a	Install signage on both Wyatt Earp and on Rail Trail warning drivers and trail users of upcoming crossing	\$1,000	Install signage on both Wyatt Earp and on Rail Trail warning drivers and trail users of upcoming crossing	\$1,000
	71	Road improvements	Left-turning traffic on both roads backs up considerably.	Bonanza Drive & Prospector intersection	a	Improve Bonanza and Prospector intersection	\$150,000	Improve Bonanza and Prospector intersection	\$150,000
	110	Bike/Pedestrian Facility	Lucky John Dr.	Little Kate to American Saddler	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$5,300	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$5,300
					b	Add 5' sidewalk on Lucky John	\$169,000	Add 5' sidewalk on Lucky John	\$169,000
					c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$697,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$697,000
					d	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,171,000	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,171,000
					e	Install Class II bicycle lanes on Lucky John	\$5,300	Install Class II bicycle lanes on Lucky John	\$5,300
					f	Traffic calming to slow vehicle traffic in neighborhood	\$67,000	Traffic calming to slow vehicle traffic in neighborhood	\$67,000
	111	Bike/Pedestrian Facility	American Saddler Dr.	Lucky John to Meadows Drive	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$11,500	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$11,500
					b	Add 5' sidewalk on American Saddler	\$367,000	Add 5' sidewalk on American Saddler	\$367,000
					c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,512,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,512,000
					d	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$2,542,000	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$2,542,000
					e	Install Class II bicycle lanes on American Saddler	\$11,500	Install Class II bicycle lanes on American Saddler	\$11,500
					f	Traffic calming to slow vehicle traffic in neighborhood	\$107,000	Traffic calming to slow vehicle traffic in neighborhood	\$107,000
	113	Bike/Pedestrian Facility	Meadows Drive	American Saddler to SR-224	a	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$7,900	Restripe "edge of roadway" lines to approx 8' buffer on one side of road	\$7,900
					b	Add 5' sidewalk on Meadows Drive	\$249,000	Add 5' sidewalk on Meadows Drive	\$249,000
					c	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,029,000	Rework road crown and cross-section to make roadway narrow enough to install an 8' bike/ped path	\$1,029,000
					d	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,729,000	Separated 8' asphalt trail with 4' landscaped buffer at edge of pavement	\$1,729,000
					e	Install Class II bicycle lanes on Meadows Drive	\$7,900	Install Class II bicycle lanes on Meadows Drive	\$7,900
					f	Traffic calming to slow vehicle traffic in neighborhood	\$40,000	Traffic calming to slow vehicle traffic in neighborhood	\$40,000

Level of Service (LOS) Options 5 & 6

Appendix G

Funding Options

Summary of Potential Walkability/ Bikeability Project Funding Sources

Local governments in Utah have a number of tools available for financing capital facilities on a tax-exempt basis and for encouraging economic development. This section provides a summary of financing mechanisms and economic development incentives available to Park City that may be helpful in moving forward with the strategies and recommendations of this report.

The summary includes an evaluation of appropriate financing mechanisms for the various strategies and recommendations included in this report; and a review of: 1) financing mechanisms for capital improvements; and 2) economic development incentives. While there is some overlap between these two areas, as capital infrastructure plays a heavy role in furthering economic development, we have chosen to discuss these areas separately.

Prior to summarizing the financing mechanisms that may be used for each type of capital project, we will list a few of the key federal tax laws that come into play when contemplating the issuance and timing of issuance of tax exempt bonds.

- With the exception of some facilities that can be funded through tax-increment bonds, all facilities funded must be owned by the tax-exempt issuer and generally cannot be utilized for the benefit of a single private entity;
- The issuer must reasonably expect to utilize all proceeds from tax-exempt bonds within a three-year period. Furthermore, specific percentages of draw-downs must occur each quarter over a two-year period if the issuer wants to keep any potential arbitrage that might be generated; and
- If the issuer chooses to utilize capitalized interest in the structuring of the debt, the capitalized interest can only be funded for a three-year period or less.

Other general tax-exempt financing considerations are:

- One hundred percent financing is typical for most projects inclusive of all costs of issuance associated with the debt offering;
- With the exception of general obligation bonds, all bonds will require some type of debt service reserve fund, either funded from bond proceeds or with a surety policy, unless privately placed;
- Generally, debt service can be structured to match estimated available revenues that will be used to pay the debt; and
- State law does not allow for the use of “double-barrel” bonds, those that pledge both an asset and a revenue stream.

Financing alternatives that are available to local governments in Utah are summarized below:

Capital Infrastructure Financing

General Obligation Bonds

General Obligation bonds (“GO”) are subject to simple majority voter approval by the constituents of the issuing entity. General obligation elections can be held two times each year, in November and June, following certain notification procedures that must be adhered to in accordance with State Statutes in order to call the election (pursuant to Utah State Code 11-14-2 through 12). Following a successful election, it is not necessary to issue bonds immediately, but all bonds authorized must be issued within ten years. Once given the approval to proceed with the issuance of the bonds, it would take approximately sixty days to complete the bond issuance.

General obligation bonds can be issued for any governmental purpose as detailed in Section 11-14-1. The amount of general obligation debt is subject to the following statutory limitations:

- Counties are limited to two percent (2%) of the total taxable value of the County;
- School Districts are limited to four percent (4%) of the total taxable value in the District;
- Cities of the 1st and 2nd class are limited to a total of eight percent (8%) of the total taxable value, four (4%) for general purposes and four (4%) for water, sewer and lights; and

- Cities of other classes or towns are limited to a total of twelve percent (12%) of total taxable value, four percent (4%) for general purposes and eight percent (8%) for water, sewer and lights.

Notwithstanding the limits noted above, most local governments in Utah have significantly less debt than the statutory limitations. Practical limitations imposed on the market will be based on ratios such as general obligation debt per capita and general obligation debt compared to total taxable value. Medians vary somewhat depending on the size of the issuer.

Pursuant to state law, general obligation bonds must mature in not more than forty years from their date of issuance. Typically, however, most GO bonds mature in twenty-five to thirty years.

Since general obligation bonds are secured by the taxing power and are a full faith and credit pledge of the issuing government, they offer the lowest credit risk to the bondholders and the lowest overall cost. In today’s market, for an ‘A’ rated credit with AAA credit enhancement, structured with twenty-year level debt service, the issuer could anticipate a net interest cost (NIC) of approximately 4.45 percent.

Generally speaking GO debt is the lowest cost tax-exempt financing. If Park City desires to make substantial improvements to the downtown area in terms of sidewalks, trails, pathways, routes, pedestrian bridges and tunnels. it is advisable to conduct a survey of current residents of Park City to determine the likely viability of any potential tax increase for infrastructure needs in the project area. The downside to GO bonds is that they require an election, and election outcomes are uncertain and can be costly (win or lose). GO bonds are generally issued when the benefits are viewed as accruing to the community as a whole – not just a specific area of town. Depending on the nature of the capital improvements, GO bonds may be a viable means of financing capital infrastructure in downtown.

A recent example where GO bonds were issued to construct, repair and replace various elements of municipal infrastructure including roads and water improvements was in the City of Orem, Utah. Voters approved the issuance of not to exceed \$15,500,000 million in GO bonds a portion of which was issued early in 2005 and a portion will be issued early in 2006.

Excise Tax Revenue Bonds

Revenue bonds payable from excise tax revenues are governed pursuant to Utah State Code Section 11-14-307. Without the need for a vote, Cities and Counties may issue bonds payable solely from excise taxes levied by the City, County or those levied by the State of Utah and rebated to the City or County such as gasoline taxes or sales taxes.

Sales Tax Revenue Bonds

Sales taxes are also collected and distributed by the State of Utah. With a change in the state's constitution in November of 2000, and with a clarification from the Attorney General's office regarding a technical matter, the first non-voted sales tax revenue bond was issued in July 2001. Sales tax revenues can also be utilized as a sole pledge for repayment of debt without a vote of the constituents and funds can be utilized for the acquisition and construction of any capital facility owned by the issuing local government. They are frequently used for parks and recreation facilities or other City buildings such as City Hall or Public Safety buildings.

Just as with Class B&C road bonds, state law limits the amount of bonds that can be issued through this mechanism by limiting the pledge to a maximum of 80 percent of the preceding fiscal year's receipt of sales tax revenues. However, sales taxes are not limited to a pledge for a ten-year period but can legally be issued for up to forty years. While this state law provides a 1.25X debt service coverage ratio, due to the elasticity of sales tax revenues and local governments typical heavy reliance on the revenues for general government operations, the market will demand a significantly higher debt service coverage ratio of at least two or three times revenues to debt. Also, most sales tax revenue bonds are structured to mature in twenty-five years or less.

Depending on the ownership of the capital facilities to be financed, the City could issue sales tax revenue bonds. The issuer would need to adopt a Notice of Intent to Issue Bonds and allow for a thirty-day contestability period prior to closing on the bonds and must also hold a public hearing. Once the Notice of Intent has been adopted, it would take approximately sixty to seventy-five days to complete an issuance of these bonds.

In today's market, for an 'A' rated sales tax revenue bond credit with AAA credit enhancement, structured with twenty-year level

debt service, the issuer could anticipate a net interest cost (NIC) of approximately 4.60 percent.

An example of this funding mechanism is a \$10,745,000 sales tax revenue bond issued by South Ogden City for the financing of a new city complex inclusive of a City Hall, Police Station and Fire Station. The bonds have a twenty-five year maturity, were rated 'A' by S&P and credit enhanced by FGIC, a 'AAA' insurer.

Municipal Building Authority Lease Revenue Bonds ("MBA")
Pursuant to the Utah Municipal Building Authority Act (17A-3-301) Cities, Counties and School Districts are allowed to create a non-profit organization solely for the purpose of accomplishing the public purpose of acquiring, constructing, improving and financing the cost of a project on behalf of the public body that created it.

The security for a MBA bond is a first trust deed on the real property, any buildings or improvements and any security interest in any furniture, fixtures and equipment financed pursuant to a particular MBA transaction. The only 'pledge' by the City is that it will remit any lease payments received from the MBA to the trustee. Bonds structured in this fashion are not considered long-term debt as the lease payments are subject to an annual appropriation by the City.

Due to the security structure, the best types of capital facilities to finance under this mechanism are those that are deemed as "essential purpose" by the bond market. Municipal buildings such as city halls, public safety buildings and public works buildings are considered essential public purpose. That stated, many other capital improvements and facilities have been funded using MBA bonds including parks and recreation facilities. To strengthen the credits of facilities that are not deemed as essential purpose, it is common to cross-collateralize facilities. However, under Utah law once a facility has been completely paid for and is owned outright by the local government, it cannot be utilized to collateralize debt on another facility.

The legal limitation for maturity on bonds issued pursuant to the Building Authority Act is forty years. From a market perspective however, final term on this type of debt will be governed by the maximum useful life of the facility or facilities. Most MBA bond transactions are structured to mature in thirty years or less.

Due to the real property nature of the transaction, it may take some additional time to process and close an MBA bond due to the need to obtain a title report and clear any liens or encumbrances that may appear on the title so that clear title policies can be provided to the owner and lenders.

In today's market, for an 'A' rated Municipal Building Authority Transaction with AAA credit enhancement, structured with twenty-year level debt service, the issuer could anticipate a net interest cost (NIC) of approximately 4.75 percent.

One recent example of a City utilizing this mechanism to fund capital improvement acquisition is for the City of South Jordan. The City issued \$9,505,000 of bonds to finance the costs of acquiring an existing golf course with an added games component (miniature golf and batting cages). The bonds mature in twenty-five years, are rated 'AA-' by S&P and credit enhanced by Ambac. The bonds were cross-collateralized with other recreational facilities that were also insured by AMBAC.
Special Improvement District (SID) Assessment Bonds
A County, City, Town or Special Service District can create a Special Improvement District and issue Special Assessment Bonds.

Utah State Code Section 17A-3-304 (a) through (p) details all of the improvements that can be constructed through the use of Special Assessments, and generally include any capital facilities / public improvements that can be owned by a local government. Ordinary repairs to existing infrastructure are specifically excluded.

There are currently no specific legal limitations under state law as to the amount of improvements or debt that can be issued and secured by special assessments, but local governments can, by policy, determine when they will consider the creation and utilization of assessment districts. Additionally, through the creation process, all property owners that are to be assessed are given the opportunity to protest the creation of an SID. If more than fifty percent (50%) protest, measured by proposed method of assessment, then the local government cannot create the SID. Practically speaking, if a significant number of protests are received, even if the 50 percent benchmark is not exceeded, the elected officials may choose not to create the SID.

The market factors that constrain the issuance of SID bonds are generally related to the following matters:

- Demonstrated willingness and ability of the landowners to make the annual assessment payments;
- Perceived demand for the project that may need to be verified by an absorption study in the case of new development; and
- Value of assessed property to par amount of bonds issued for the improvements. Typical two-fold tests are (1) at least one-to-one value of assessments compared to the raw land in the “as-is” condition and (2) a range of three to four times value, at a minimum, with the inclusion of the improvements to be funded through the SID.

SID bonds are secured by an assessment lien against all property benefited by the SID improvements. The lien is on parity with a tax lien and can be foreclosed on for non-payment in the manner provided for actions to foreclose mortgage or trust deed liens, which in Utah takes approximately 120 days. Commonly, for an SID on a large area of unimproved property, an additional structural security for the bondholder will be a requirement to pre-pay the assessment at some particular trigger point such as plat recording or building permit.

Assessments can be imposed by acre, lot, Equivalent Residential Unit (“ERU”), front footage or any combination of these. State law requires that debt service on an SID bond be structured so that you have either (a) substantially level total debt service payments or (b) level principal.

SID bonds can have a maximum maturity of twenty years, but many are financed over a fifteen-year period to coincide with the anticipated build-out of a project area.

Since assessment bonds are not typically rated, it is very difficult to give an anticipated interest rate since there are fewer general commonalities among SID bonds. However, to provide some idea of the potential differential in interest rate, for a sound SID credit, financed over twenty-years in today’s market the issuer could anticipate a net interest cost (NIC) in the range of 5.75 percent to 7.00 percent. Of the many SID’s we’ve financed, the lowest interest rates were in the range of 4.50 percent and the highest in the range of 8.25 percent.

There are a number of procedural steps and notification requirements that are involved in the creation of a SID that add a significant amount of time to the overall financing process. The local government must notify all affected property owners of the intent to create a SID, advising them of the SID area, the improvements to be made, the location and estimated cost of the improvement, and allow for protests prior to the issuance of interim warrants which are used to construct the improvements prior to the completion of the Assessment Ordinance and issuance of long-term debt.

Mountain Regional Water Special Service District issued \$18,600,000 of SID bonds in 2003 to fund a portion of the costs of constructing irrigation and culinary water improvements and a water treatment facility. The method of assessment was by ERU based against an agreed upon and recorded master development plan. Pre-payments are required at [building permit]. The bonds are not rated and have a fifteen-year maturity.

Community Development (CDA), Urban Renewal (RDA) and Economic Development Area (EDA) Tax Increment Revenue Bonds

Recently, the Utah State Legislature modified the Redevelopment Agencies Act to be known as the Local Community Development and Renewal Act, allowing local municipal government the ability to create community development areas, as well as renewal (formerly known as redevelopment) and economic development areas.

Urban renewal areas require a finding of blight, and require taxing agency approval of project area plans and budget. Economic development areas require the proof of job creation (not transference) and also require taxing agency approval of project area plans and budget. Community development areas are targeted to general municipal development, are more flexible in their formation, but are limited to the use of municipal sales and municipal property tax, unless other taxing entities opt-in.

The availability of property tax increment for urban renewal and economic development project areas is impacted by a number of matters including the date of adoption of the project area plan budget, the first taking of increment and the rate at which development occurs and property tax values increase.

Unfortunately, but understandably, the bond market will severely discount the projected tax increment cash flows due to the fact that they are solely reliant on tax-increment as the source for repayment of the debt and at the outset of a new project, little if any tax-increment is being generated. Without multiple years of historical tax-increment revenue receipts, the bonds may not be marketable at reasonable rates and at best projected increment will be discounted by at least half.

One method utilized to overcome the market challenges posed by direct tax-increment financing is to use a SID in conjunction with the use of tax increment. This provides a means to leverage the potential tax-increment at an earlier stage in the development process. Under this structure, an RDA is created and the developer / landowner enters into an Agreement to Develop Land (ADL) with the local government wherein the developer negotiates receipt of a portion of the tax increment to be generated. Then, SID bonds are issued and assessments on the benefited property of the developer/ landowner provide security to the bonds noting that the property then serves as the ultimate security for the debt (not projected increment receipts). If the developers proceed with development and building in a timely fashion, they can utilize the increment received to make the assessment payments, although they are not pledging this stream of revenues.

Special Service District (SSD)

A Special Service District is not a type of debt security, but rather the creation of another legal entity that can provide some governmental services and issue debt. They are widely used in the state primarily for water and sewer services.

Special Service Districts can be created by a County, City or Town for the purpose of providing water service, sewer service, storm retention, electrical or natural gas services, fire protection, recreation, mosquito abatement and public transit. SSD’s can be created as dependent or independent entities. Creation and appointment of board members is dependent on the type of district, who forms the district, and when it is formed.

Industrial Revenue Bonds

Industrial revenue bonds can be issued by Park City. There is a \$10 million cap per issue and a \$150 million total annual state allocation cap. Industrial revenue bonds have strict regulations regarding business types that are eligible; a 501(c)(3) can generally use them for a wider variety of projects.

Funding Options and Strategies

The following is an overview of financing tools and incentives that may be appropriate for some of the projects suggested in this report.

Roadway Crossing Improvements

If not paid for by UDOT, these will need to be funded by the City through some type of bond. The most likely scenario is a sales tax bond; however, if the road is city-owned, Park City can pledge B&C road funds. B&C road funds can only be pledged for a period of ten years. Pledging B&C road funds for a period not to exceed ten walking/ biking improvements could also be financed in this manner, or with other types of bonds such as sales tax revenue bonds, in order to improve safety and access in this area. Sales tax revenue bonds do not have the ten-year time limit of bonds secured by B&C road funds.

District/ Neighborhood Trail and Sidewalk Enhancements

An SID could be formed for specific districts/ neighborhoods where facilities are lacking or a higher level of amenity is desired. Improvements could be funded through an SID where property owners pay an assessment to offset the costs of the improvements. Some commercial areas might also qualify for an RDA area, where 50 percent of the parcels (covering 50 percent of the land area) must have buildings on them, and where there must be a finding of blight. Tax increment money from this area could then be used for infrastructure improvements. However, the area would need to attract significant new development in order to generate enough increment to fund the level of infrastructure needed in this area.

Business Improvement District

Certain commercial property owners could benefit from forming a Business Improvement District to facilitate Old Town walkability/ bikeability projects, including safety campaigns, signage, and sidewalk, trail and crossing street crossing enhancements.

Walking/ Biking projects as part of Parks, Trails and Open Space Systems

The following are some potential funding sources for Walking and Biking improvements as part of parks, trails and open space improvements in Park City. Since the sources vary in their application – some can be used for planning and design, some for construction only, and others for both - it is important

to become familiar with the various sources, the management agencies, the application process and timing, and the specific requirements for each funding agency or organization.

Funding parks, trails and open space projects can be challenging. A great deal of the feasibility for funding is the willingness of taxpayers to influence the allocation of tax monies toward that kind of priority, or their willingness to pay additional taxes in one form or another.

Aside from raising taxes or some sort of special assessment are a range of funding options and opportunities to be explored. Public funding is much more difficult to obtain in 2006, and many programs are either not being funded or have been substantially reduced by either Federal or State agencies. Money from foundations and other philanthropic organizations and groups is also difficult to acquire, in part because available funds are highly sought-after and very competitive. Nevertheless, all potential sources should be acknowledged and explored to the fullest.

Private and Public Partnerships

Park City and a private developer may cooperate on a facility that services the public, yet is also attractive to an entrepreneur. These partnerships can be effective funding methods for special use facilities such as an amphitheater or similar facility. In contrast, such funding is generally not feasible when the objective is to develop neighborhood and community sidewalks and pathways that are generally available to the public free of charge.

Private Fundraising

While not addressed as a specific strategy for individual recreation facilities, it is not uncommon that public monies are leveraged with private donations. Private funds will most likely be attracted to high-profile facilities, and generally require aggressive promotion and management on behalf of the responsible Park City department or administration.

Service Organization Partners

Many service organizations and corporations have funds available for park and recreation facilities. For example, local Rotary Clubs have combined resources to develop parks and park facilities in numerous communities throughout Utah and elsewhere. Organizations such as Home Depot are often willing to partner with local communities in the development of playground and other park and recreation equipment and

facilities. Similar agreements may be possible for select walking and biking facilities.

Joint Development Partnerships

Joint development opportunities may also occur between municipalities and among agencies or departments within a municipality. The potential advantages of cooperative relationships between Park City, Summit County, Share-the-Road and other groups should be explored. Other opportunities to merge efforts with larger development interests should be explored whenever possible in order to maximize recreation opportunities and minimize costs. In order to make these kinds of opportunities happen there must be on-going and constant communication between people, governments, business interests, and others.

ZAP or RAP Taxes

Many communities have initiated Zoo, Arts, and Parks (**ZAP**) or Recreation, Arts, and Parks (**RAP**) taxes which have been very effective in raising funds to complete parks, recreation, trails and open space projects. A municipality or county generally administers them.

Park and Recreation Impact Fees

The use of impact fees for park and trails development vary from community-to-community. Impact fees are especially useful in areas of rapid growth. They help maintain a specified level of service as new development puts strain on existing facilities, and assure that new development pays its fair share to maintain quality of life standards for its residents. Whether such funding is available for the selected list of Capital Projects should be investigated

Dedications

The dedication of land for trails, sidewalks and path facilities has long been an accepted development requirement and is another valuable tool for implementing parks. Such requirements are most common in new subdivision areas, but may be applicable as part of redevelopment projects within the study area, particularly east of State Street.

City Funding: General Fund or Bonding

Park City can fund pedestrian/ biking improvements directly from its general fund or can bond for park development and spread the cost over many years. Bonding is a very common approach, where repayment of the bonds comes from general City revenue

sources such as property and sales tax, or other earmarked tax revenue. Bonding associated with plan implementation should be kept as low as possible. However, for large developments or large land acquisition priorities, bonding is likely to be the best option.

Special Taxes

Tax revenue collected for special purposes may be earmarked for park and related development. In Sandy City, for instance, the room tax applied to hotel and motel rooms in the city is earmarked for parks, recreation, and trails development.

Community Development Block Grants

Community Development Block Grants (CDBG) can be used for park development in areas of the City that qualify as low and moderate-income areas. CDBG funds may be used to upgrade parks, purchase new park equipment, and improve accessibility through the Americans With Disabilities Act (ADA). Additionally, CDBG funds may be used for projects that remove barriers to access for the elderly and for persons with severe disabilities.

User Fees

Fees can be charged by Park City for reserved rental on park pavilions and organized recreation programs using city facilities. The redistribution of such fees should be evaluated as a potential way for acquiring and developing walking and biking facilities earmarked for Park City.

Some cities, such as Herriman, Utah also charge all property owners a monthly park maintenance fee, collected with the water bill. This approach may free up more park funds for capital improvements, as maintenance costs can be offset with the monthly fees.

Redevelopment Agency Funds

Generally, Redevelopment Agency (RDA) Funds are available for use in redevelopment areas. As RDA areas are identified and developed, tax increment funds generated can, at the discretion of the city, be used to fund path and trail acquisition and development.

State and Federal Programs for Pedestrian and Cycling improvements

The availability of these funds may change annually depending on budget allocations at the state or federal level. It is important to check with local representatives and administering agencies to find out the current status of funding. Many of these programs are funded by the Federal government and administered by local State agencies.

Urban Parks and Recreation Recovery Program (UPARR)

This program, administered by the National Park Service, provides grants for the rehabilitation and enhancement of existing parks and recreation facilities in communities. The program provides matching funds and technical assistance to economically distressed urban communities for the rehabilitation of critically needed recreation facilities. It also encourages local funding and commitment to the operations and maintenance" Rehabilitation Grants are used for remodeling, rebuilding, or expanding existing outdoor or indoor recreation areas. Innovation Grants are for projects that demonstrate innovative and cost-effective ways to enhance park and recreation opportunities. Planning Grants provide funds for the development of a Recovery Action Plan, which must be on file with the National Park Service in order to receive funds.

Although Park City is not listed as an eligible jurisdiction – only Ogden and Provo are eligible in Utah - the program does allocate up to 15 percent of program funds annually to local governments that do not meet eligibility criteria. Salt Lake City for instance, which is not an eligible jurisdiction, has received \$435,000 in federal funds (not including city match) for park improvements.

Land and Water Conservation Fund

This Federal money is made available to States. The Utah State Division of Parks and Recreation administers the fund in Utah. Funds are matched with local funds for acquisition of park and recreation lands, redevelopment of older recreation facilities, trails, improvements to accessibility, and other recreation programs and facilities that provide close-to-home recreation opportunities for youth, adults, senior citizens, and persons with physical and mental disabilities.

SAFETEA-LU

In 2005, Congress passed and the President signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU establishes federal transportation policy and funding for the next five years. It continues programs - including transportation enhancements and recreation trails - and creates new ones, such as Safe Routes to Schools.

- Recreation Trails were funded at \$70 million in 2006, and will rise to \$85 million in 2009.
- Transportation Enhancements are funded at 3.5 billion over five years beginning in 2005. Three eligible activities include bicycle, pedestrian or shared use physical facilities; conversion of abandoned railroad corridors for trails; and safety and education programs for pedestrians and bicyclists. A local match is required to use Utah's TE funds
- The Safe Routes-to-School program is funded at \$100 million in 2006, rising to \$183 million in 2009. These funds are available for planning, design, and construction of infrastructure related to project that improve bicycle and pedestrian safety. Funds may also be used for public education programs, bicycle safety classes, and other programs that encourage bicycling and walking to middle and elementary schools.

Federal Recreational Trails Program

The Utah Department of Natural Resources, Parks and Recreation Division administers these Federal funds. The funds are available for motorized and non-motorized trail development and maintenance projects, educational programs to promote trail safety, and trail related environmental protection projects. The match is 50 percent, and grants may range from \$10,000 to \$200,000. Projects are awarded in August.

Utah Trails and Pathways / Non-Motorized Trails Program

Funds are available for planning, acquisition, and development of recreational trails. The program is administered by the Board of Utah State Parks and Recreation. Selections are made annually at a Fall meeting, the decisions based on recommendations of the Recreation Trails Advisory Council and Utah State Parks and Recreation. The match is 50 percent, and grants may range from \$5,000 to \$100,000. Funds are available in 2006.

LeRay McAllister Critical Land Conservation Fund

The fund is administered by the Utah Quality Growth Commission and provides funds each year to preserve or restore critical open or agricultural lands in Utah, and targets lands deemed important to the community such as agricultural lands, wildlife habitat, watershed protection, and other culturally or historically unique landscapes. Money from the fund must be used to preserve or restore agricultural lands. Applicants must provide matching funds equal to or greater than the amount of money received from the fund. Funds must be spent within one year from the date of the grant award. The size of parcels for a purchase is limited to 20 acres or less. Purchases of conservation easements or restoration projects are exempt.

Utah Arts Council

The Utah Arts Council offers grants to non-profit organization and entities for arts education programs and program grants. The funding is limited and requires a match, and may be useful in developing a program or event within the community; however, these funds are not designed to develop arts facilities or enhance building programs.

In-Kind and Donated Services or Funds for Parks and Recreation

Several options for local initiatives are possible to further the implementation of walking and biking Capital projects. These kinds of programs would require the City to implement a proactive recruiting initiative to generate interest and sponsorship, and may include:

- Adopt- a-Trail or Adopt-a-Pathway, where a service organization or group either raises funds or constructs a given facility with in-kind services;
- Corporate sponsorships, whereby businesses or large corporations provide funding for a particular facility, similar to Adopt- a-Trail or Adopt-a-Pathway;
- Public trail and park facility construction programs, in which local citizens donate their time and effort to trail and park facility construction and/or maintenance.