

SR-224 Corridor Study

Public Open House



FEHR  PEERS DESIGNWORKSHOP

Agenda

5:00 to 5:30 – Display Board Preview

5:30 to 6:00 – Project Presentation

6:00 to 6:30 – Keypad Polling

6:30 to 7:00 – Questions and Answers

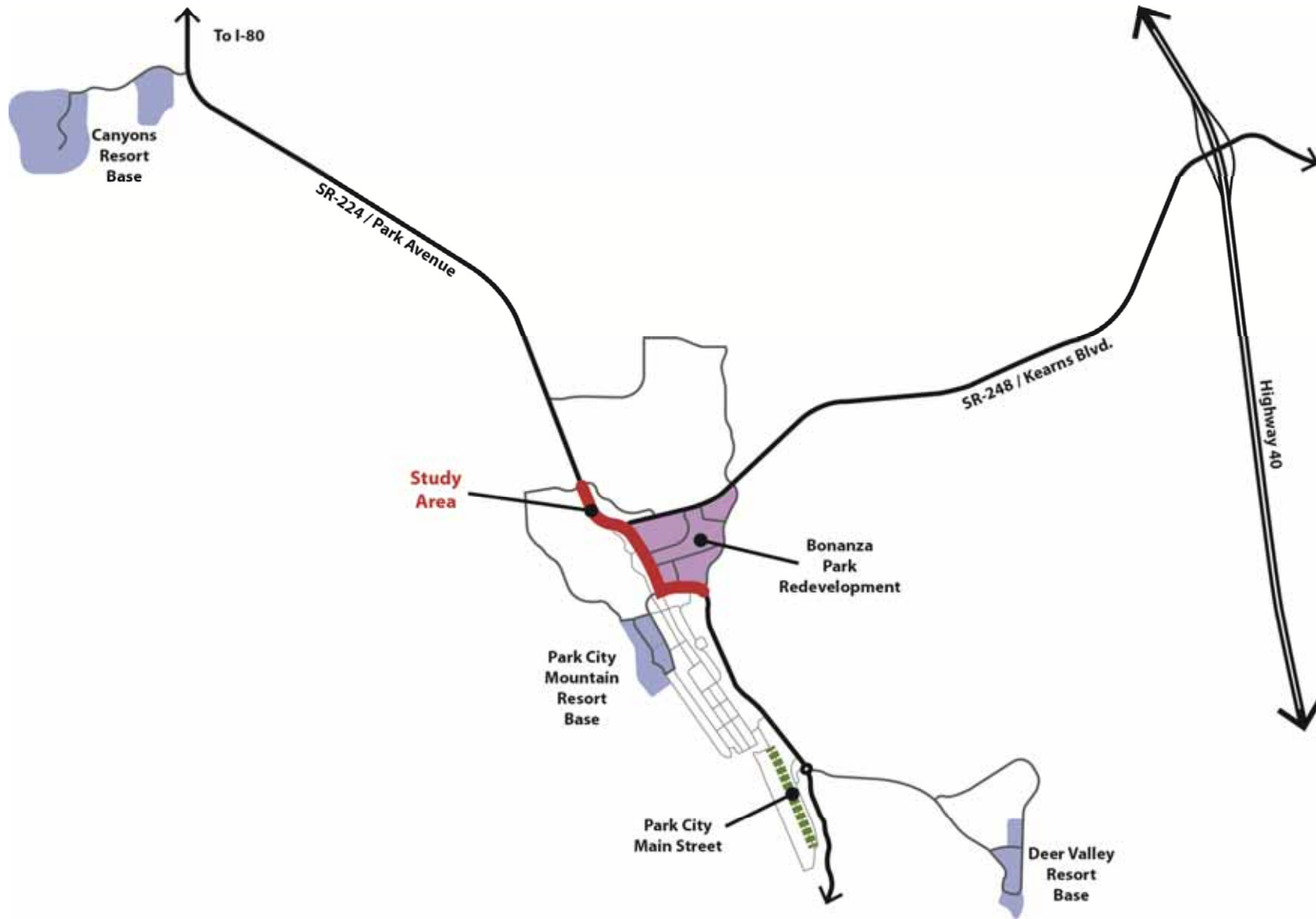
Purpose of the Study

1. Identify short-term and long-term transportation and streetscape improvements for SR-224
2. Identify phasing strategies for public improvements and investments
3. Leverage previous and on-going planning efforts in this part of Park City
4. Help inform ongoing planning and redevelopment efforts (such as Bonanza Park, PCMR area)
5. Provide a vision for the future design and identity of this important corridor
6. Help articulate an improved gateway into Park City from the north, along SR-224

Study Goals

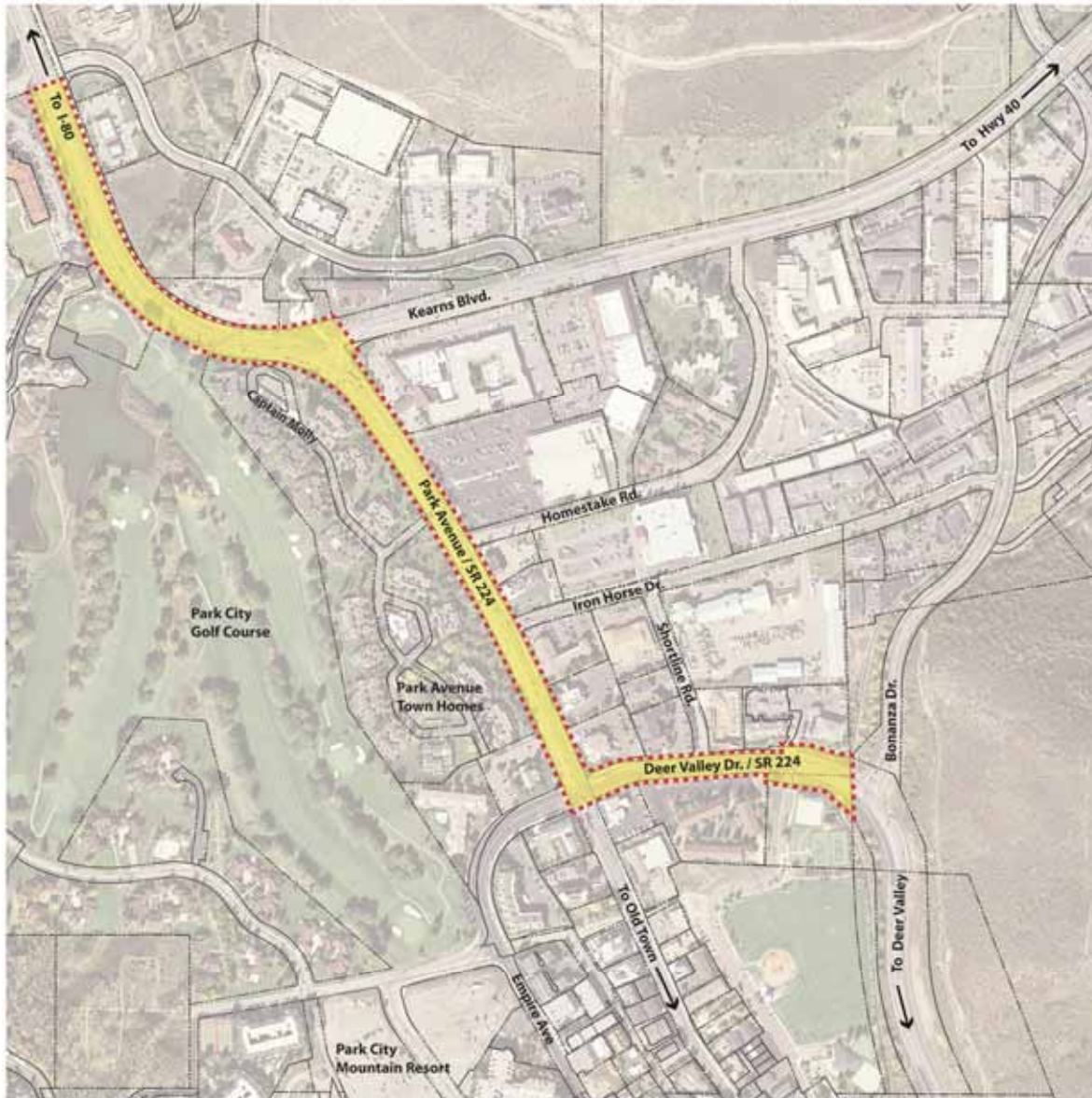
1. Increase pedestrian, bicycle and overall corridor safety
2. Accommodate existing and future throughput for all modes of transportation including vehicular, transit, bicycle and pedestrian
3. Propose solutions that reduce noise pollution
4. Propose solutions that reduce emissions and improve air quality
5. Create a more welcoming gateway to downtown Park City
6. Make the corridor feel safer
7. Create a plan that supports future economic development
8. Create a plan that improves the visitor experience

Context of the Corridor Study



May 22, 2012

Study Area



SR-224 from the Thayne Canyon Drive intersection to the Bonanza Drive intersection

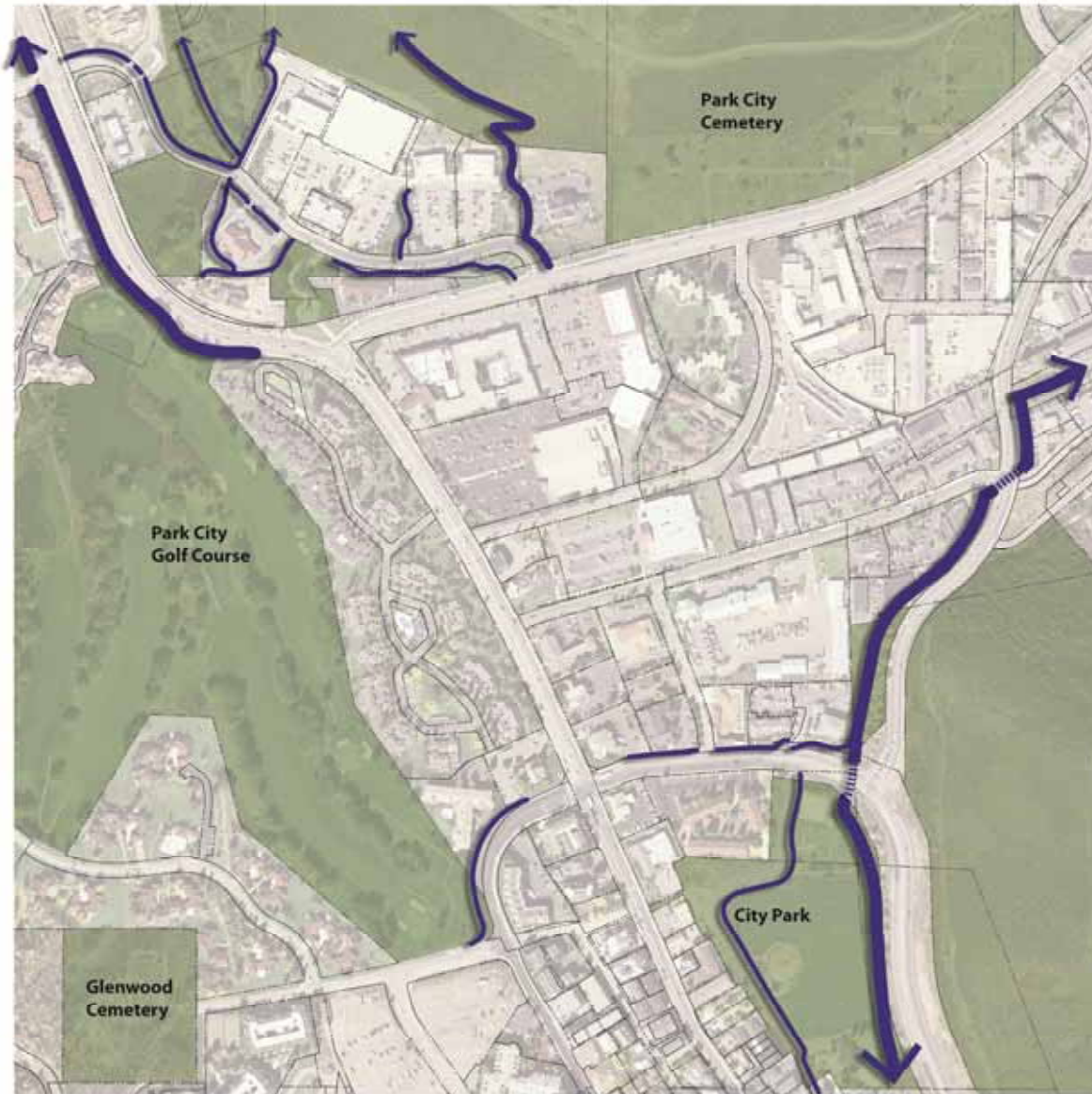
Existing Conditions



Corridor Issues

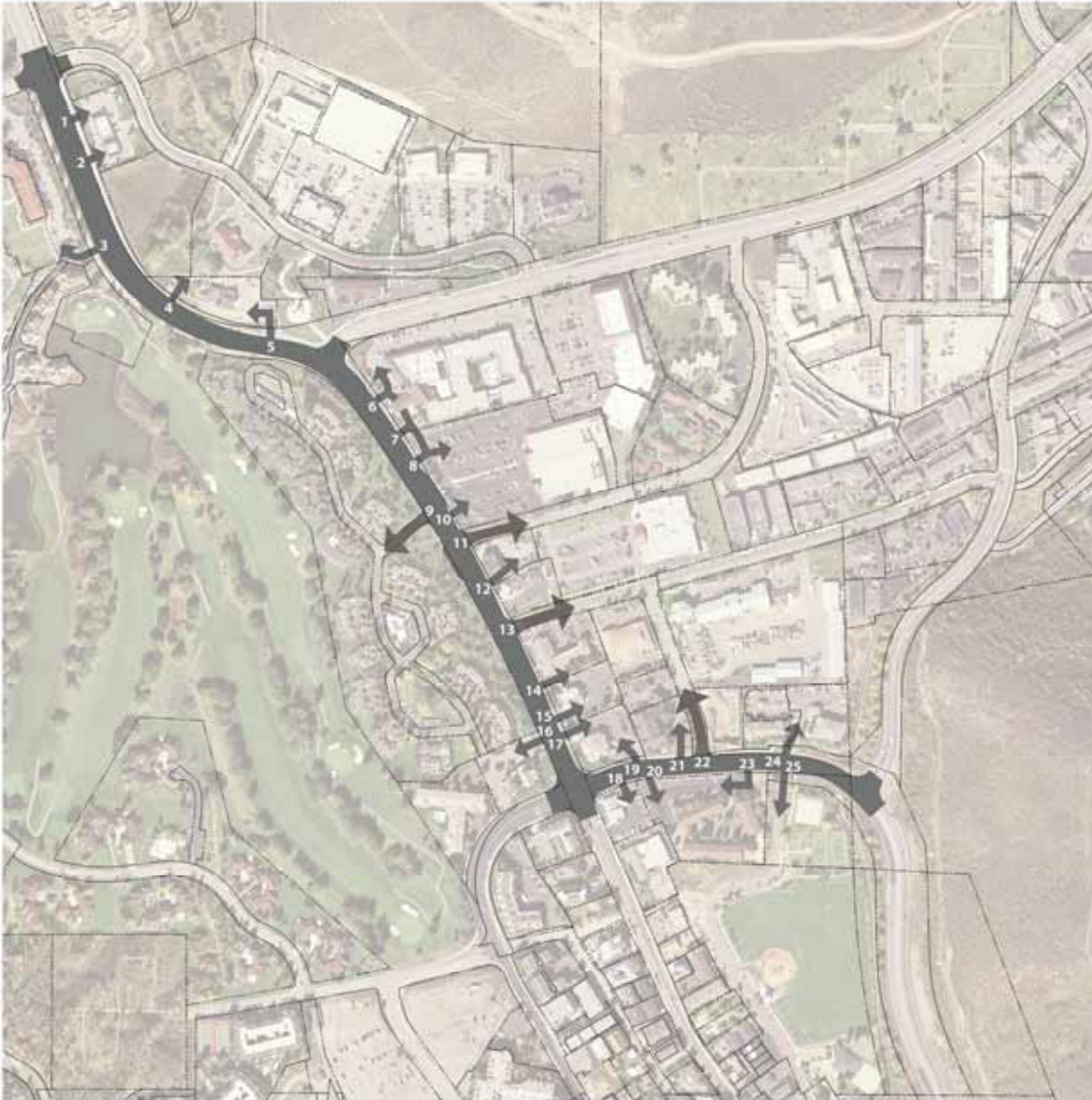
- Narrow right-of-way width relative to daily vehicular, transit, bike and pedestrian flows
- Narrow, attached sidewalks
- No bike lanes
- Inadequate pedestrian crossings
- Too many curb-cuts
- High, peaking traffic
- Offset intersections
- Park City landscape aesthetics are lost
- Visually busy / uncomfortable gateway experience

Existing Open Space and Trails



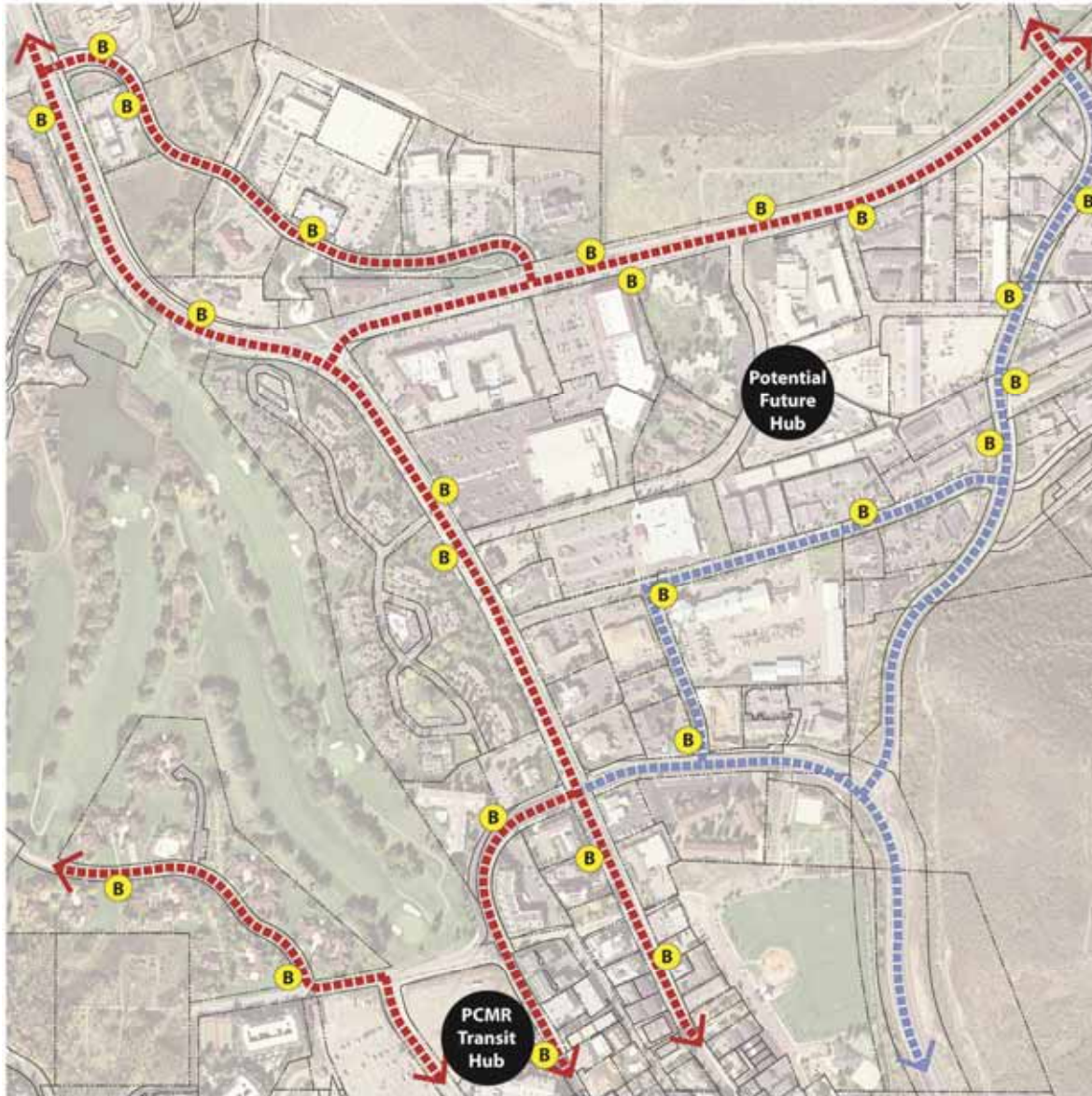
- Substantial gap in safe pedestrian and bicycle connections through the study section of SR-224 to contextual trail and open space systems
- Pedestrian and bicyclist way-finding is inadequate in the study section of SR-224
- Safe pedestrian and bicycle crossings at SR-224/Kearns Blvd. and at SR-224/Deer Valley Drive are inadequate

Access Management



- 25 Access points / curb-cuts along this section of SR-224.
- Equates to 33 access points per mile or 1 every 160'
- This section of SR-224 has an above average rate of rear-end and side-impact vehicular crashes, which is indicative of roads with too many curb-cuts

Existing Transit Routes and Stops



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Proposed Improvements and Potential Phasing



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Phase I



Improvements

- Moves a multi-use trail into easements outside of the right-of-way and removed from the traffic lanes
- Install sound berms along the Park Avenue Condos
- Re-time Deer Valley Drive (DVD)/Empire intersection to include right turn overlaps and eliminate split phasing
- Install raised, landscaped medians where appropriate
- Implement Variable Message Signs (VMS) along DVD and upon exiting PCMR on Empire Drive. This system will provide real time traffic/travel time information for exiting traffic
- Consolidates curb cuts (25 to 20)

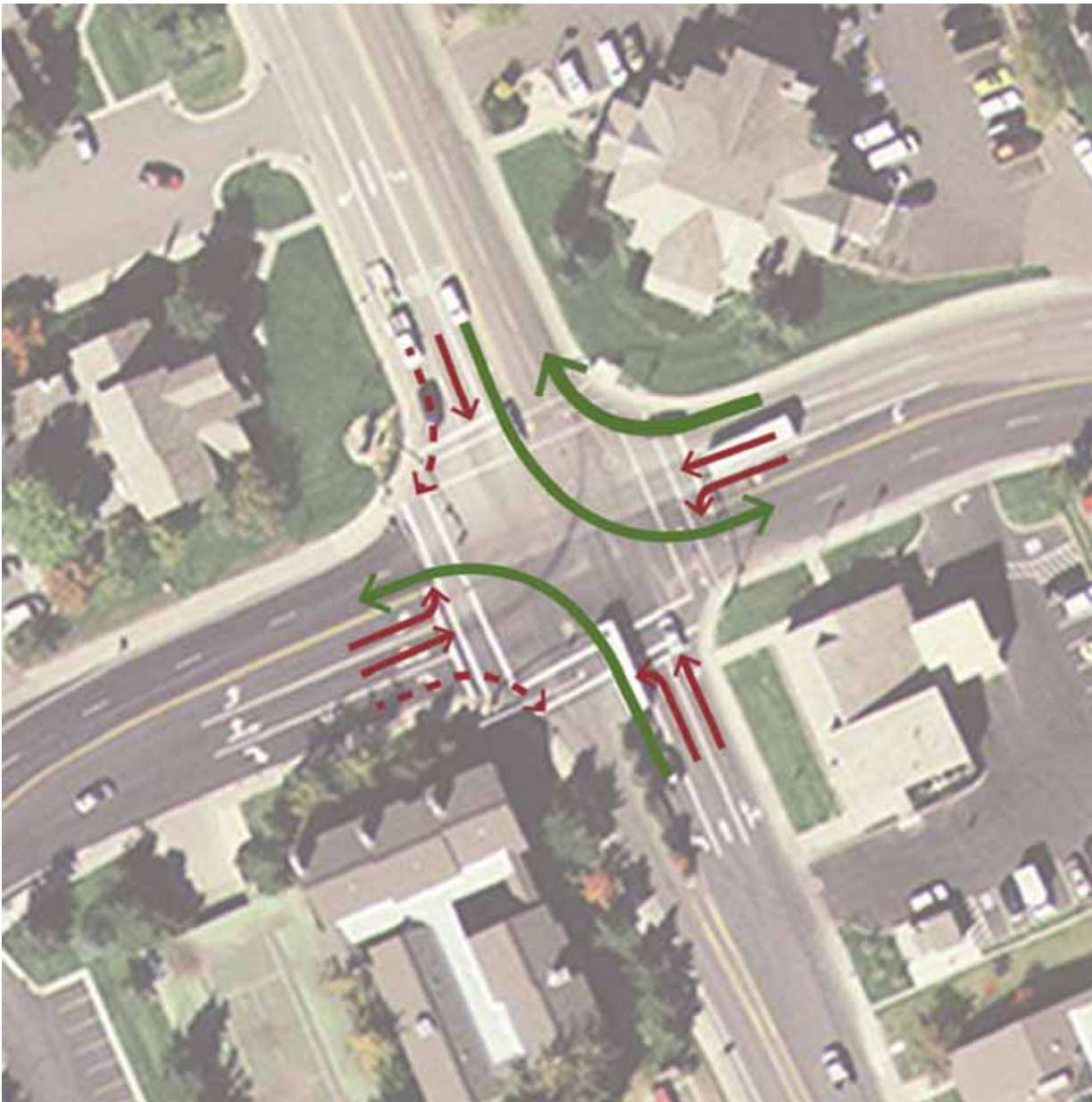
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Phase I Curb-Cut Consolidation



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Phase I Intersection Improvement Detail



Right Turn Overlap

- Reduces right turn queuing and wait times when turning right onto Park Avenue from Deer Valley Drive

Phase I Benefits/Challenges



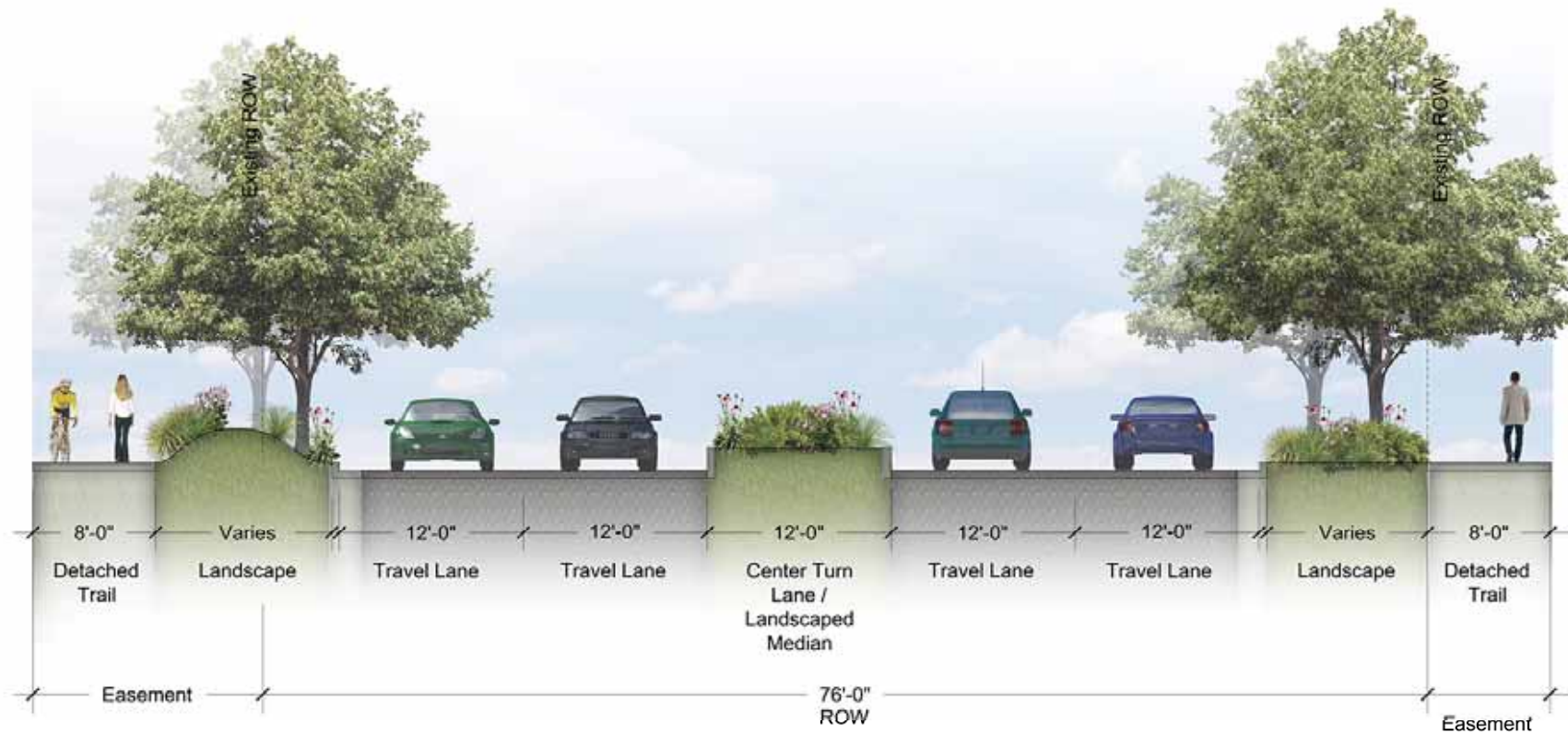
Benefits

- Improved pedestrian and vehicular safety
- Unified aesthetics more in-line with the Park City look
- Reduced vehicular friction resulting in better performance
- Fewer conflict points
- Improves the Park Avenue/DVD intersection by almost one “Level of Service”

Challenges

- Turning restrictions as a result of the medians
- Cooperative easement agreements needed for trails

Phase I Street Section







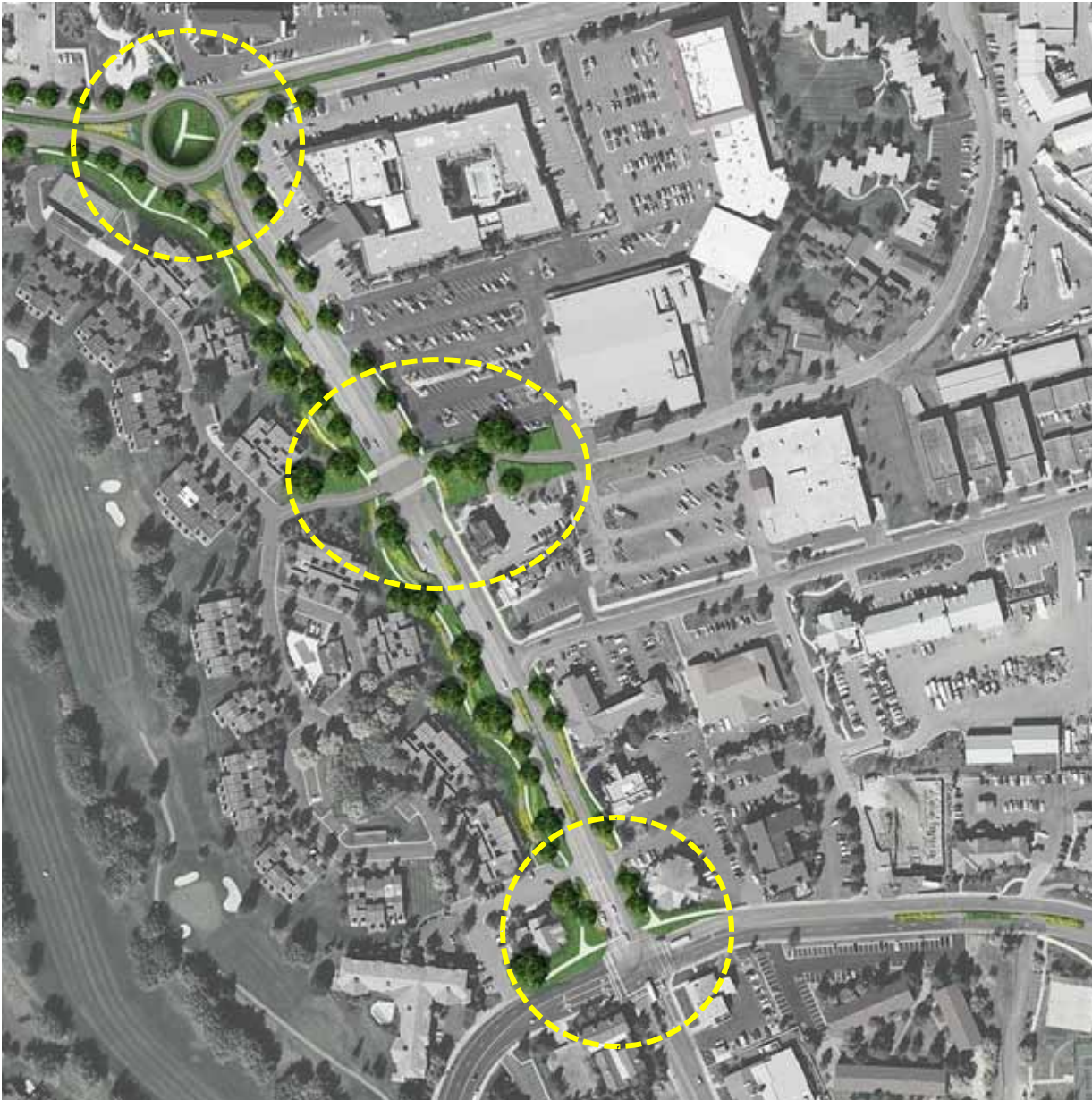
Phase II



Improvements

- Install a roundabout at the SR-224/Kearns intersection. This will include underground pedestrian and bicycle connections
- Re-align the Park Avenue Condo entry road and Homestake Rd. to provide for a traditional intersection with full pedestrian features
- Eliminate the HAWK pedestrian beacon
- Install a Jans to Cole Sports pedestrian tunnel

Phase II



Improvements

- Install a roundabout at the SR-224/Kearns intersection. This will include underground pedestrian and bicycle connections
- Re-align the Park Avenue Condo entry road and Homestake Rd. to provide for a traditional intersection with full pedestrian features
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Phase II Benefits / Challenges



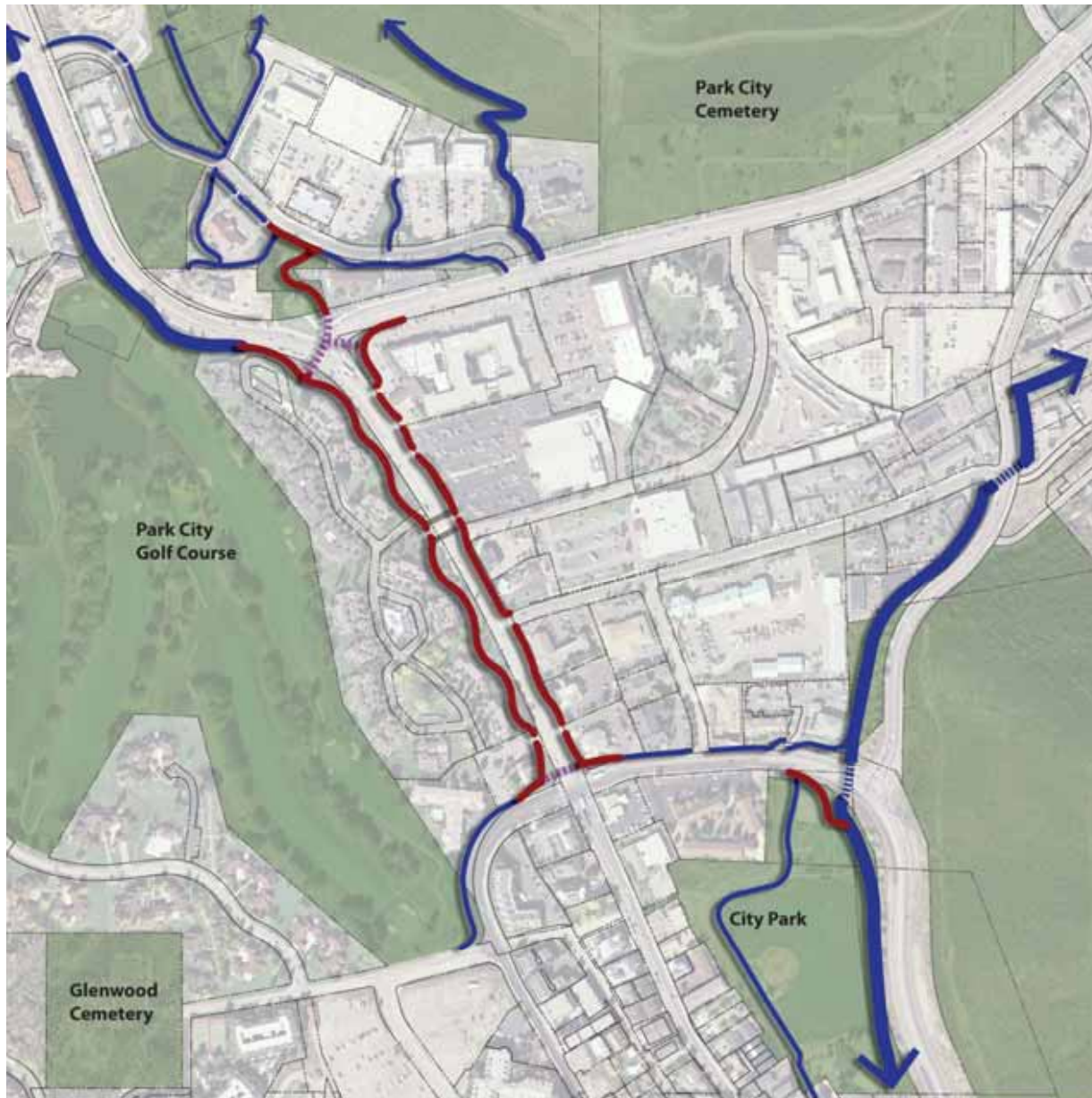
Benefits

- Replaces HAWK beacon with a consolidated pedestrian crossing
- Improves the gateway aesthetics
- Improves the multi-modal connectivity with street and trail alignments
- Improved pedestrian safety
- Improves the Park Ave/Kearns intersection by two “Levels of Service”

Challenges

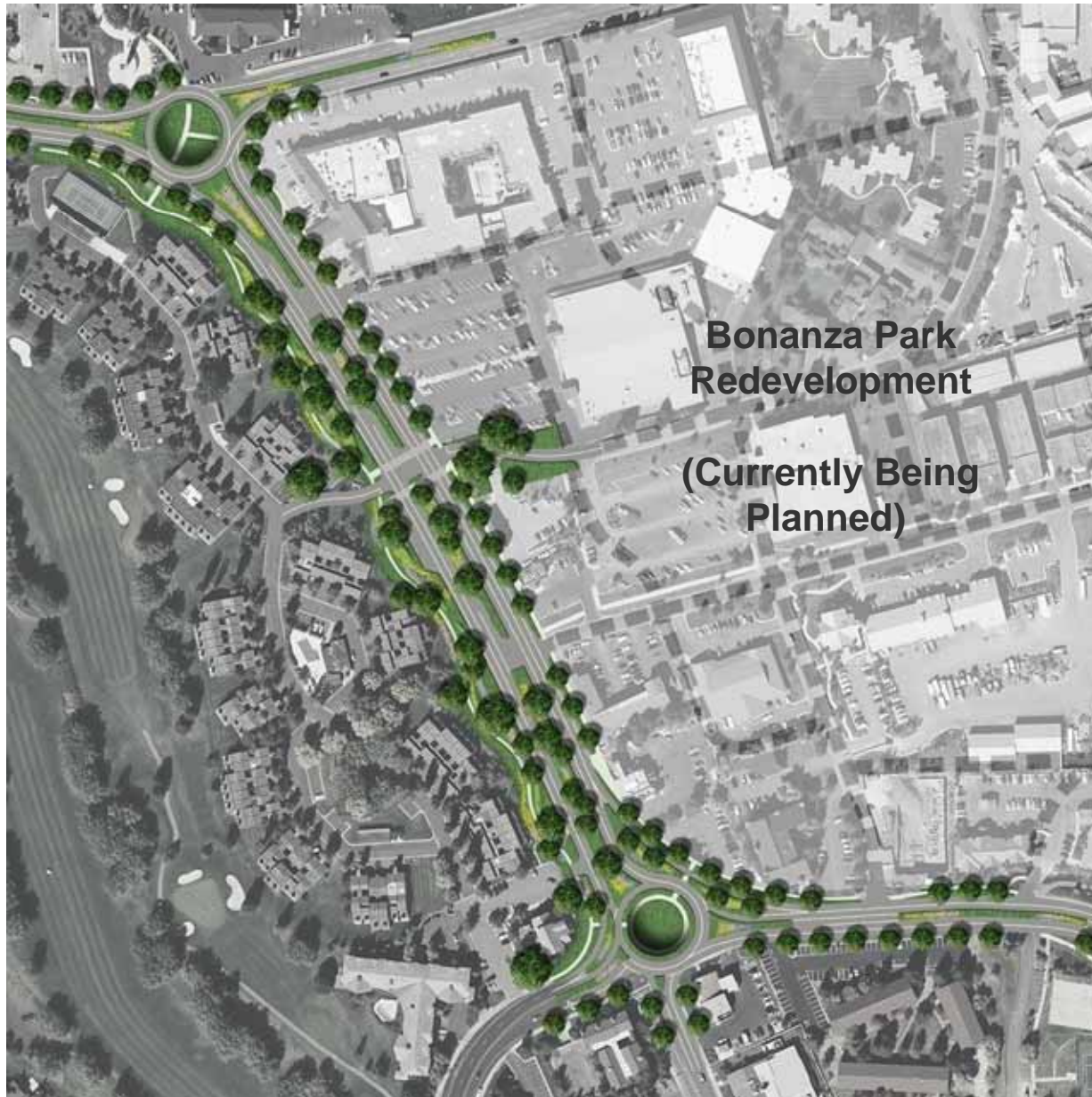
- Infrastructure costs
- Some minimal right-of-way impacts
- Some Fresh Market parking impacts

Trail and Pedestrian/Bicycle Infrastructure Improvements Through Phase II



- Improved connectivity and way-finding to contextual trails and open space systems
- Safer trails and intersection crossings
- The re-aligned Homestake Rd. intersections allows for the removal of the “Hawk” pedestrian beacon and the installation of traditional pedestrian crossings

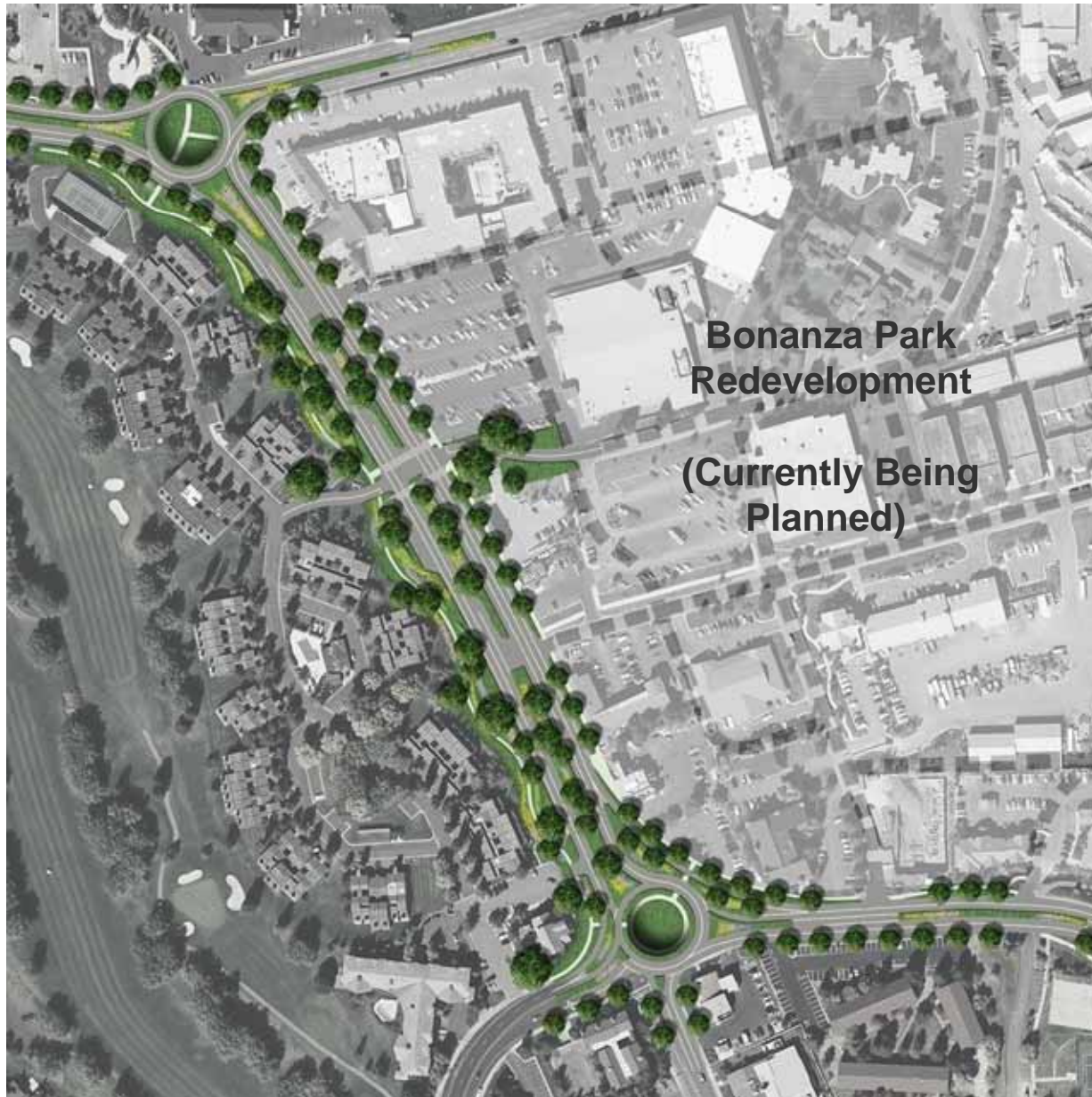
Phase III



Improvements

- Significant shift and expansion of the SR-224 corridor to transform it into a Boulevard including the following elements:
- 3 in/3 out lanes or 2 in/3 out lanes
- Multi-use trail on both sides
- Bike lanes on both sides
- A significant landscape median
- Bonanza Park access locations aligned with the current Bonanza Park Redevelopment plan
- Additional curb cut eliminations
- Bonanza Drive improvements (2 lanes each direction)

Phase III Benefits / Challenges



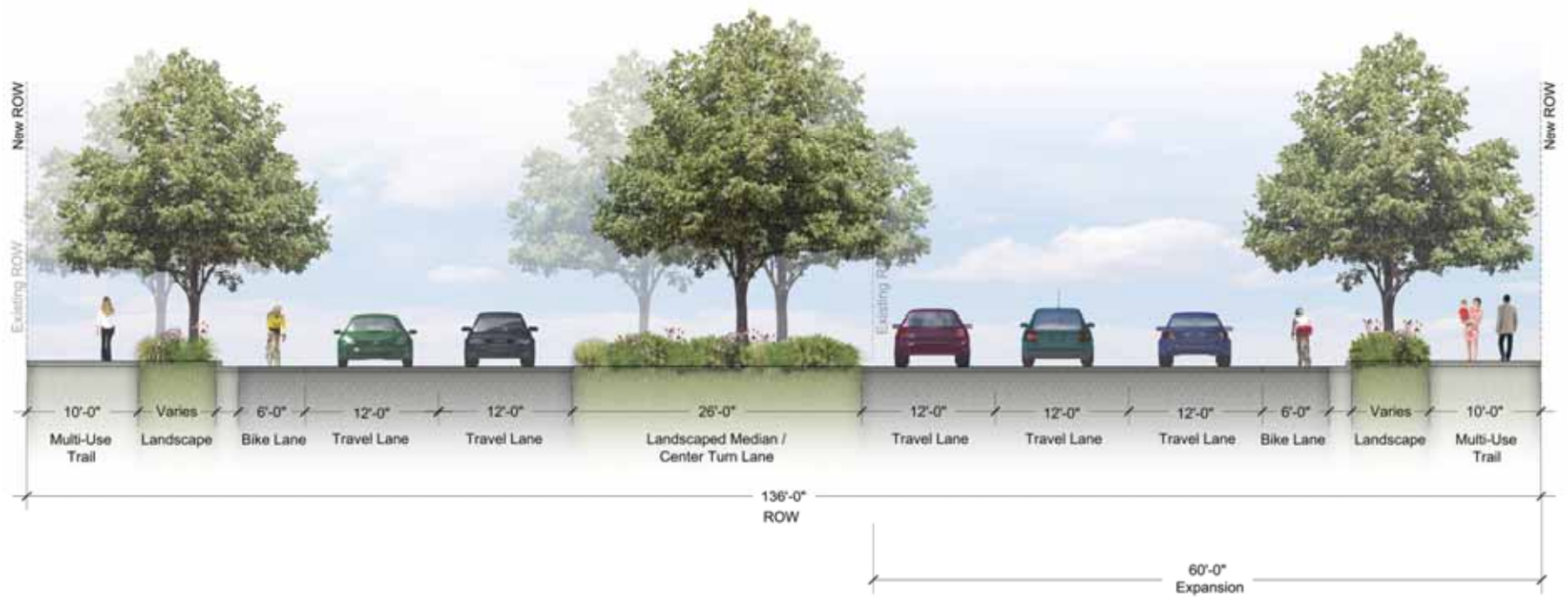
Benefits

- Increased Capacity
- Greatly improved gateway and corridor parkway experience
- Consolidated Bonanza Park accesses
- Improved pedestrian safety and experience
- Improves DVD/Park Avenue intersection by one level of service

Challenges

- Infrastructure and implementation costs
- Major right-of-way expansion
- Impacts to existing businesses

Phase III Street Section





Couplet Alternative



Attributes

- One-way travel along the Bonanza Park Redevelopment area on SR-224 and Bonanza Drive

Benefits

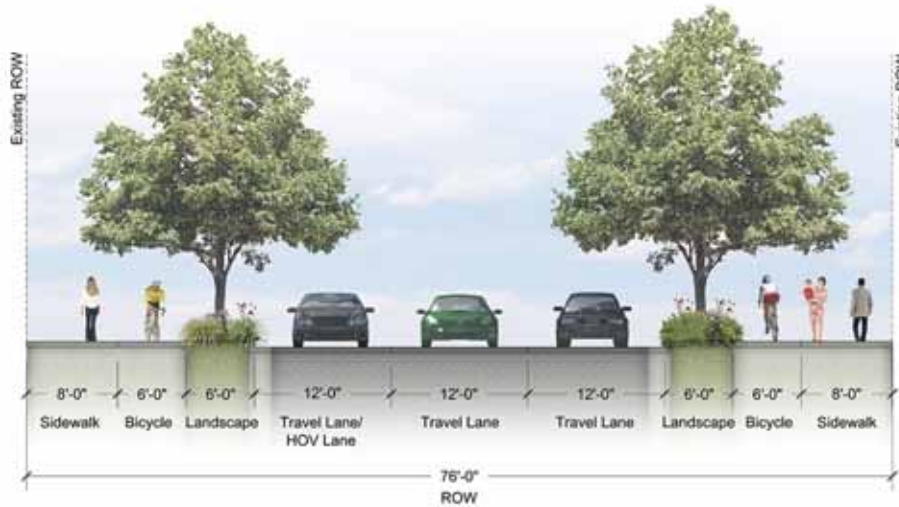
- Increase capacity without right-of-way increases
- Improved safety
- Improved gateway experience and aesthetics

Challenges

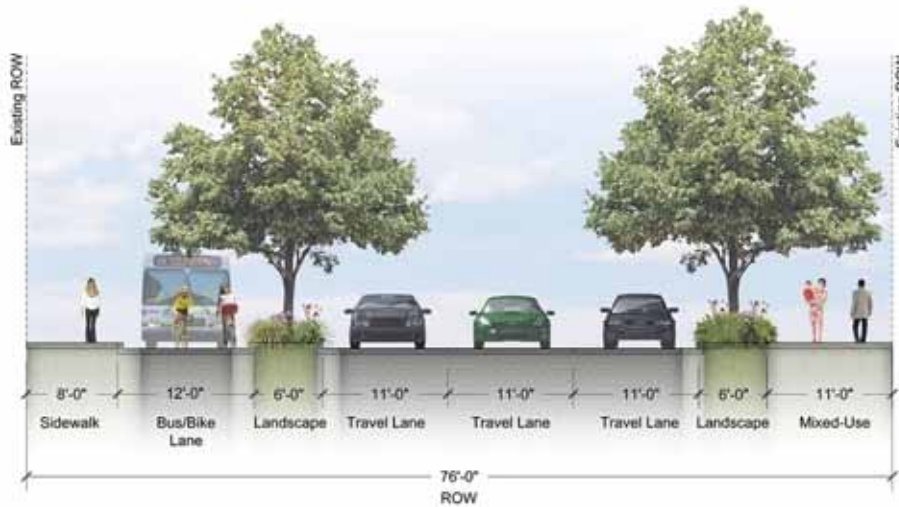
- Creates out of direction travel
- Reduces direct accessibility for some land uses
- Major change to Bonanza Drive

Couplet Section

Option 1



Option 2



Next Steps

- 1. Incorporate comments from this open house**
- 2. Identify potential funding strategies**
- 3. Conduct some preliminary engineering to understand ballpark costs per phase**
- 4. Continue coordinating with UDOT**
- 5. Finalize the corridor study report**

