

Summit County, UT

ACTIVE TRANSPORTATION PLAN

NOVEMBER 2019

FINAL



ACKNOWLEDGMENTS

Summit County would like to thank the following agencies for their contributions to the Summit County Active Transportation Plan:

- Snyderville Basin Special Recreation District
- Mountainland Association of Governments
- Park City Municipal Corporation
- Utah Department of Transportation
- Utah Transit Authority

ABBREVIATIONS

AASHTO	American Association of State Highway Transportation Officials	OHV	Off-Highway Vehicle
ACS	American Community Survey	PCMC	PARK CITY MUNICIPAL CORPORATION
ADA	American with Disabilities Act	PROWAG	Public Right-of-Way Accessibility Guidelines
ADT	Average Daily Traffic	RRFB	Rectangular Rapid Flash Beacon
APBP	Association of Pedestrian and Bicycle Professionals	RTCA	Rivers, Trails, and Conservation Assistance Program
APWA	America Public Works Association	SRTS	Safe Routes to School
CPTED	Crime Prevention Through Environmental Design	STP	Surface Transportation Program
EPA	United States Environmental Protection Agency	TAP	Transportation Alternatives Program
FHWA	Federal Highway Administration	TDM	Transportation Demand Management
GIS	Geographic Information System	TIP	Transportation Improvement Program
HAWK	High-intensity Activated crossWalK	TIGER	Transportation Investment Generating Economic Recovery
HOA	Homeowners Association	TOD	Transit Oriented Development
HUD	U.S. Department of Housing and Urban Development	TRB	Transportation Research Board
ITE	Institute of Transportation Engineers	UDOT	Utah Department of Transportation
LEED	Leadership in Energy Efficient Design	USDA	U.S. Department of Agriculture
LWCF	Land and Water Conservation Fund	USDOT	U.S. Department of Transportation
MAG	Mountainland Association of Governments	UTA	Utah Transit Authority
MPH	Miles Per Hour		
MPO	Metropolitan Planning Organization		
MUTCD	Manual on Uniform Traffic Control Devices		
MSA	Metropolitan Statistical Area		
NACTO	National Association of City Transportation Officials		
NHTS	National Household Travel Survey		

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EXECUTIVE SUMMARY

The Summit County Active Transportation Plan (ATP) provides direction for the establishment or improvement of bicycling and walking conditions throughout Summit County. The ATP also incorporates policy, prioritization, and funding recommendations to support the active transportation system. With Summit County’s population expected to more than double by 2040, this plan comes at an opportune time to address the County’s current and future needs for bicycling and walking. Given the County’s potential for growth and rapidly evolving transportation system, it is recommended that this ATP be updated every five years.

VISION STATEMENT & GOALS

Summit County will develop a bicycling and walking system that serves as a viable transportation option for people living, working, and playing in Summit County.



GOAL 1: WALKING + BIKING



Provide a complete, well-connected, and easily accessible network of trails, bicycles lanes, and sidewalks for safe, convenient, and pleasant transportation

GOAL 2: ALL AGES + ABILITIES



Provide and promote a system of paths and trails for transportation and recreational use that provides mobility for users of all ages, abilities, incomes, and backgrounds

GOAL 3: SUPPORT BUSINESS/ ECONOMIC DEVELOPMENT



Support the tourism economy and sustainable economic development by increasing bicycle and pedestrian access to businesses and tourism

GOAL 4: TRANSIT INTEGRATION



Support Summit County’s transit system by providing reliable first/last mile biking and walking connections to and from Summit County transit stations and hubs

GOAL 5: NEIGHBORHOOD IDENTITY



Maintain the character of existing residential neighborhoods and rural areas while integrating bicycling and walking infrastructure

GOAL 6: SUSTAINABILITY



Protect limited economic and environmental resources, reduce negative impacts to air quality, and increase mobility, accessibility, through efficient use of existing infrastructure and rights-of-way

GOAL 7: EQUITY



Support equity and affordable housing by providing low-cost transportation options

GOAL 8: RECREATION + OPEN SPACE



Provide non-motorized transportation access to Summit County’s world-class open spaces and singletrack trail system.

PUBLIC ENGAGEMENT

The Summit County ATP provided a variety of ways for the public to provide input and feedback on the planning process. These strategies included the following activities:

Existing Conditions Planning Phase

- Online survey
- Online interactive map
- Tabling at the Summit County Fair

Recommendations Planning Phase

- Four jurisdictional charrettes and workshops with representatives from North Summit, South Summit, Snyderville Basin, and Park City Municipal Corporation.
- Online interactive map soliciting input on the proposed network

Online Survey Results



95% of survey participants were Summit County residents



67% of the participants currently bike to parks, open space, trails, and singletrack access points



45% of survey participants work in Summit County



Lack of infrastructure was the primary obstacle to walking or biking



92% of survey participants walk or bike for health and fitness



Lack of safety was the second most common obstacles to walking or biking



87% of survey participants walk or bike to spend time outdoors



More paved paths were the top priority for future active transportation investments

Online Interactive Web Map Interface

The screenshot shows a web map interface for the Summit County Active Transportation Plan. On the left, there is a 'Map Legend' panel with a close button (X). Under 'User Comments', there is a search box. Under 'Existing Facilities', the legend lists: Proposed Undercrossing (orange dot), Proposed Overcrossing (red dot), Spot Improvements - Miscellaneous (blue dot), Existing Shared Use Path or Sidepath (green line), Proposed Advisory Shoulders (purple dashed line), Proposed Bike Lanes (blue dashed line), and Proposed Pedestrian Stairway Renovation (green dotted line). The map itself shows Park City with various roads and facilities overlaid in different colors and styles. At the top of the map area are navigation buttons: HOME, GET STARTED, HIDE COMMENTS, VIEW LEGEND, and CONTACT US. At the bottom right of the map area are zoom controls (compass, plus, minus) and a footer: Leaflet | Alta Planning + Design | Privacy Policy.

RECOMMENDATIONS OVERVIEW

Proposed Facility Types



Shared use paths are paved facilities designed for the exclusive use of bicyclists and pedestrians

Sidepaths are shared use paths that run parallel to a road in shared right-of-way

Bike lanes are portions of the roadway that have been designated for preferential or exclusive use by bicyclists.

Neighborhood Byways are low-stress roadways with design features that prioritize bicycle and pedestrian travel.

Advisory shoulders provide space for pedestrians and bicyclists to travel on two-way roads that lack a centerline and are otherwise too narrow to accommodate dedicated bicycle or pedestrian facilities.

Shared roadways are those in which bicycles and motor vehicles share travel lanes.

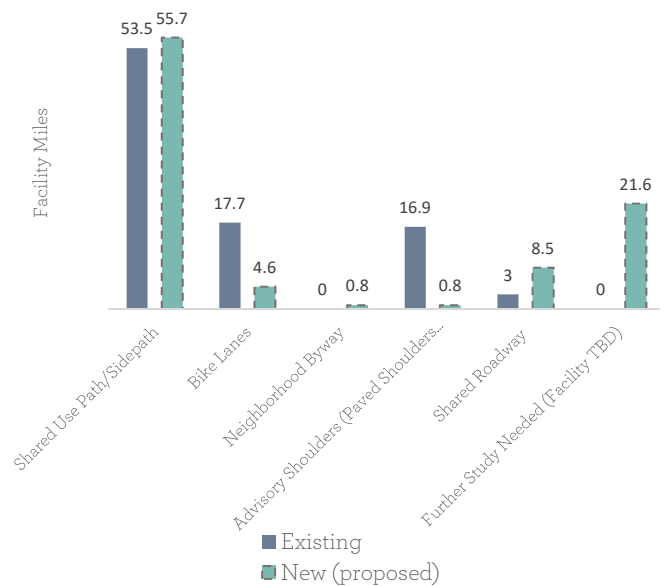
Grade separated crossings allow pedestrians or bicyclists to cross under or above roadways (using tunnels or bridges) without traveling across vehicular lanes.

Proposed Facility Types

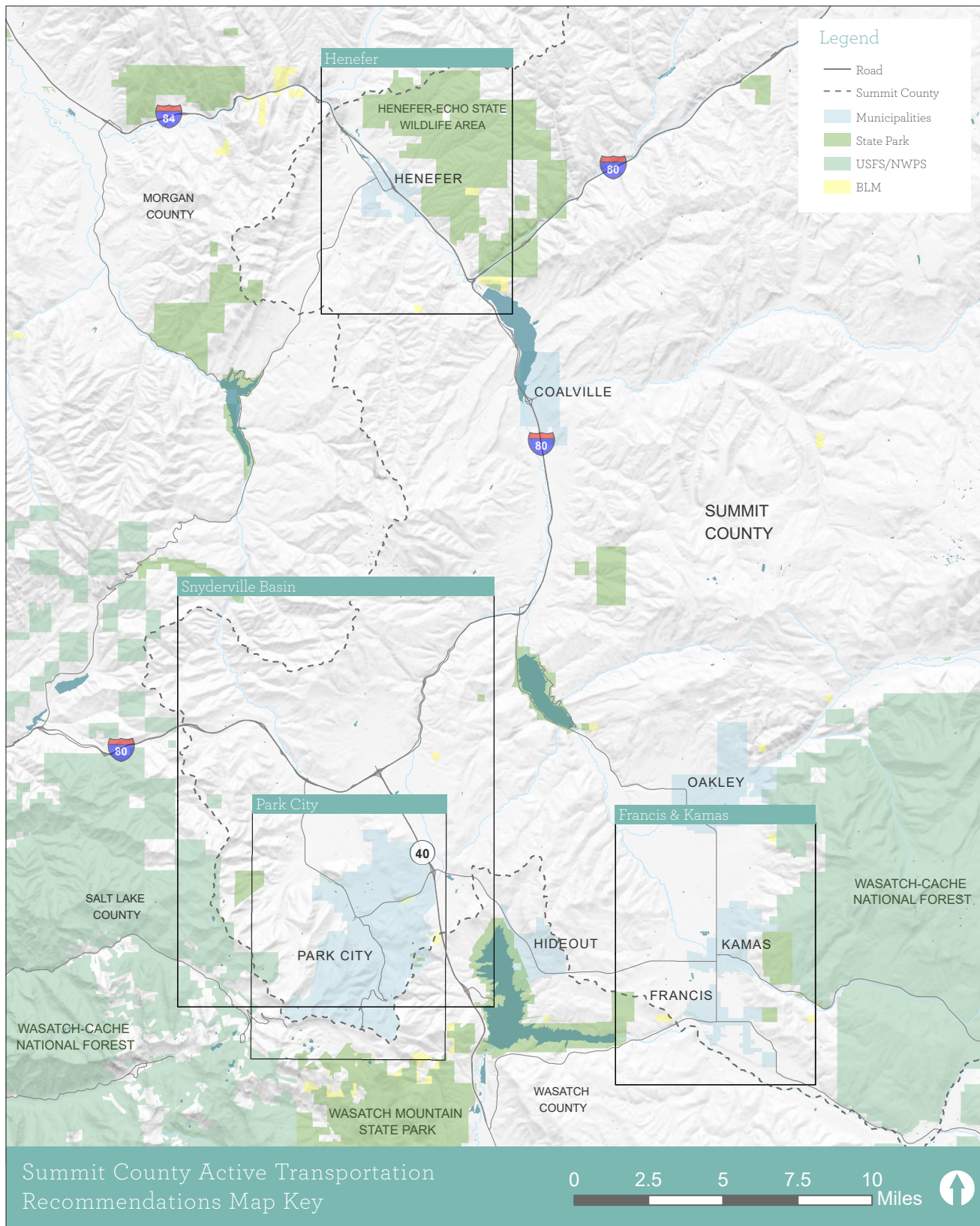
The Summit County ATP proposes over 70 miles of active transportation infrastructure improvements, including the construction of new facilities and upgrades to existing facilities. Once implemented, the recommendations will contribute to an active transportation system that is safe, viable, and convenient for users of all ages and abilities.

This plan's recommendations are rooted around the following central themes:

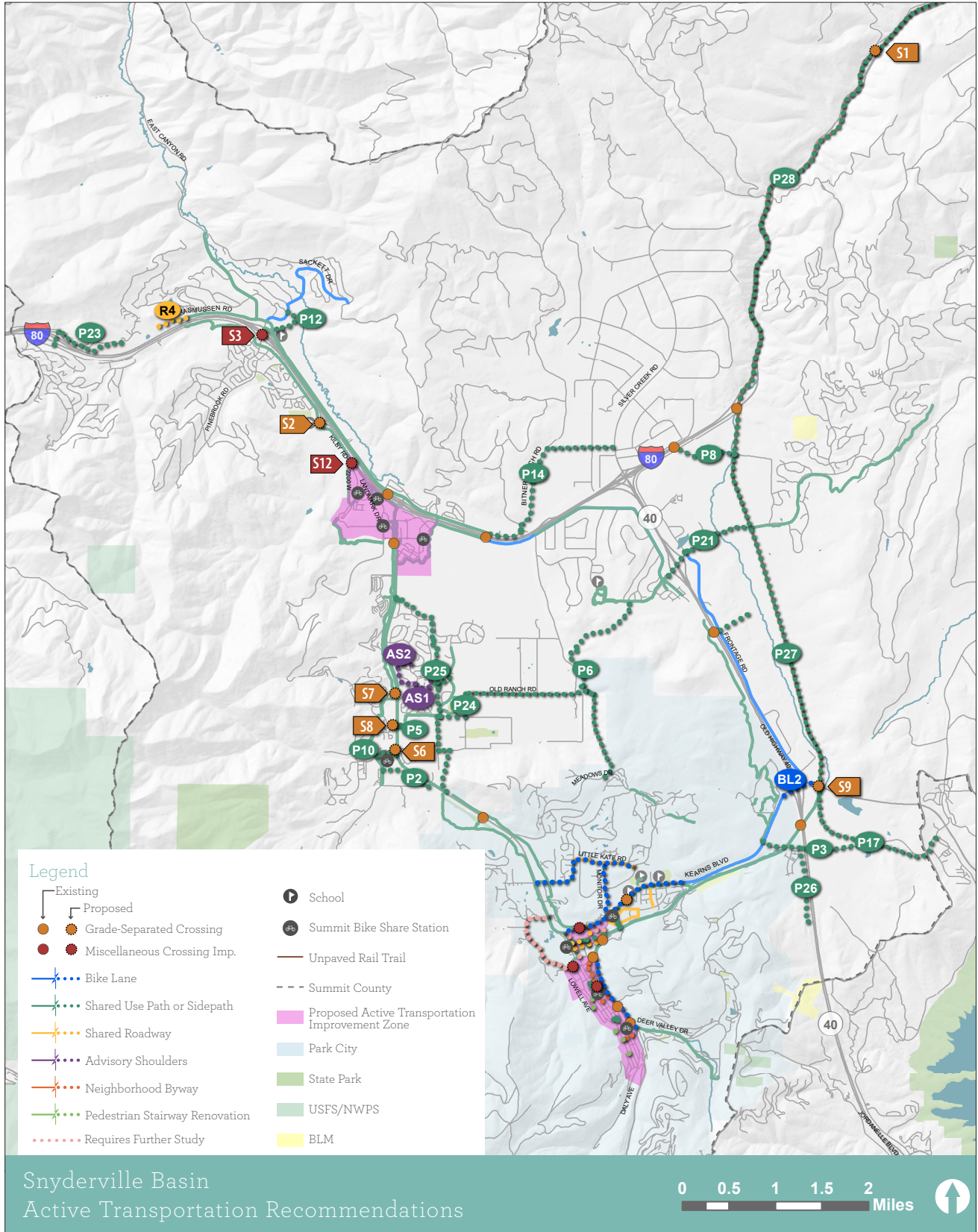
- **Enhance the Rail Trail:** Leverage the Rail Trail's potential transportation value by paving segments and considering the integration of bike share or other micro-mobility options
- **Provide Regional Trail Connectivity:** Support the Wasatch Loop concept and other regional trail connections
- **Safe crossings along SR-224:** Safe crossings of SR-224 were the most commonly requested public input.
- **Old Town Neighborhood Byways:** Neighborhood byways have been proposed on select streets through Old Town to provide comfortable, low-traffic connections.



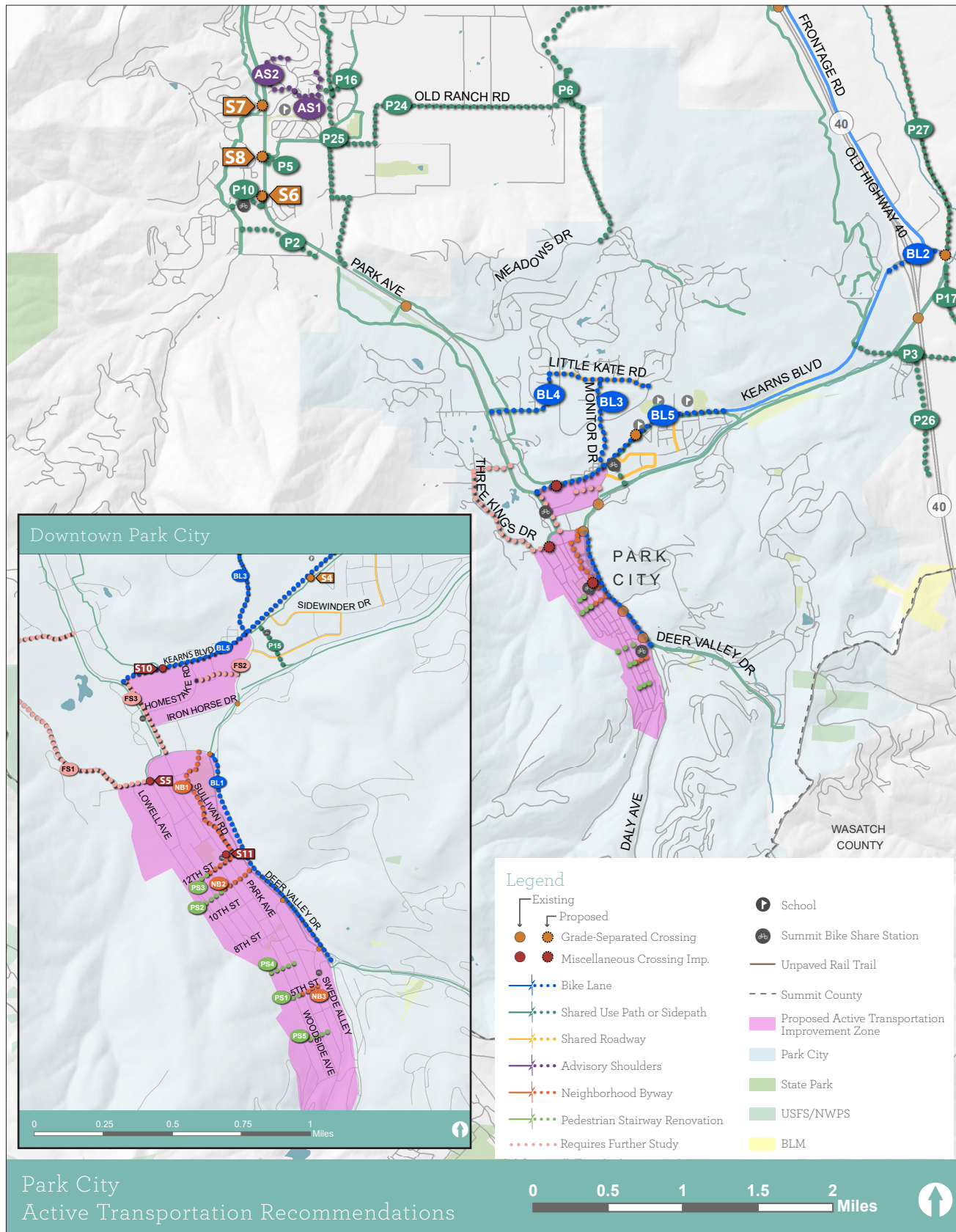
Executive Summary: Summit County Active Transportation Recommendations Map Key



Executive Summary: Snyderville Basin Active Transportation Recommendations

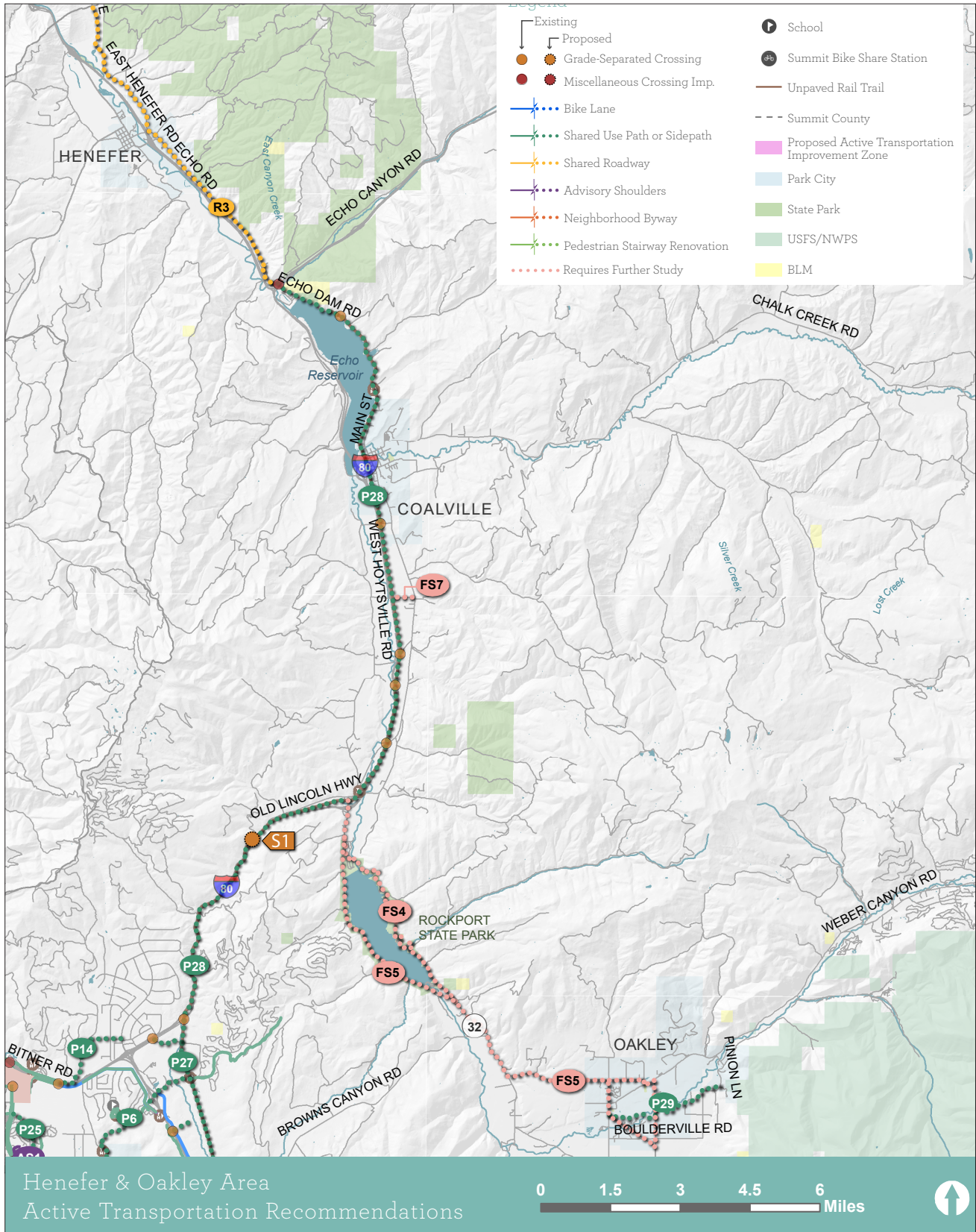


Executive Summary: Park City Active Transportation Recommendations

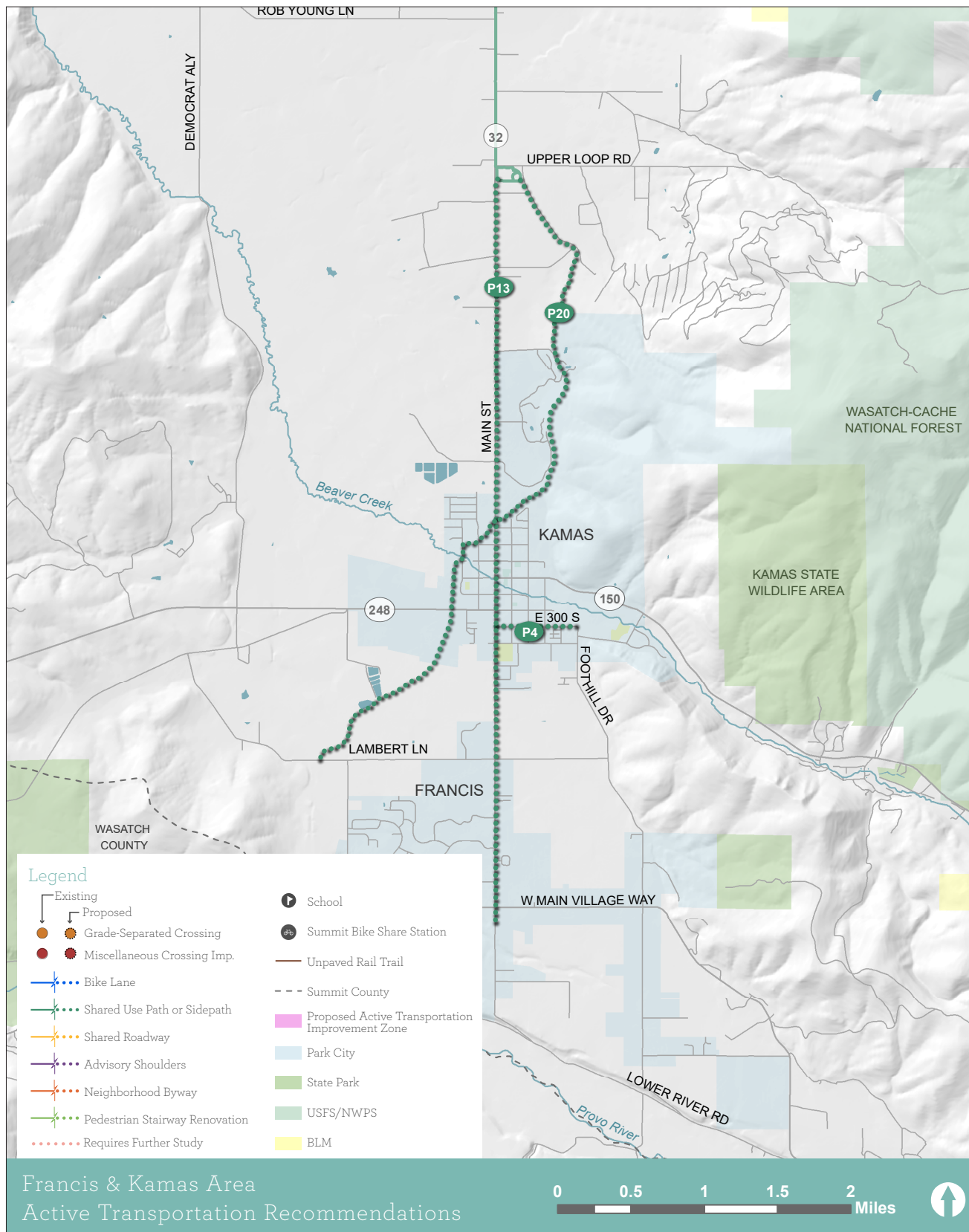


Park City
Active Transportation Recommendations

Executive Summary: Wanship / Henefer / Oakley Area Active Transportation Recommendations



Executive Summary: Francis and Kamas Area Transportation Recommendations



Francis & Kamas Area
Active Transportation Recommendations

PRIORITY PROJECTS

Based on the proposed network of active transportation improvements, the Planning Team conducted a quantitative prioritization process to assist Summit County in determining which projects should be initiated or developed in the short-term. The results of this prioritization process were meant to serve as a general guide for phasing, however, flexibility in implementation is highly encouraged when opportunities arise to share resources, achieve cost savings, or partner with other agencies.

For each project identified as part of the proposed system, scoring was developed based on criteria and weighting agreed upon by the project’s Steering Committee. The top scoring projects for each area of Summit County were identified as “Priority Projects” and are show in the following tables.

Prioritization Criteria and Weighting

Criteria	Total Points Available by Criteria
Safety	3.8
Connectivity to destinations	3.6
Comfort	3.2
Access to transit	3
Connectivity to other bike/ pedestrian facilities	2.6
Public support	2.2
Equity	2.2
Regional significance	2.2
Bike share access	2.2
Ease of implementation	2

Snyderville Basin Planning District Priority Projects

ID #	Improvement Name	Facility Type	Implementation Notes	Length (mi)
P12	Bluebird Lane Sidepath	Sidepath	Develop a sidepath along Bluebird Ln that links to Homestead Rd and facilitates easier pick-up and drop-off from Jeremy Ranch Elementary. Project supports Safe Routes to School.	0.4
P21	Silver Summit Pkwy Sidepath	Sidepath	Develop a sidepath along Silver Summit Pkwy from the existing path terminus west of the US 40 interchange to the Rail Trail.	1.1
P24	Old Ranch Rd Sidepath	Sidepath	Develop a sidepath along Old Ranch Rd connecting Willow Creek Park to Round Valley Open Space.	1.9
P25	McCleod Creek / Willow Creek Loop / East SR-224 Trail	Shared Use Path	Pave the existing McCleod Creek Trail, Willow Creek Loop, and East SR-224 Trail.	2.6
P28	Rail Trail Pavement Upgrade #2	Shared Use Path	Pave the existing Rail Trail.	18.9
Spot Improvements				
S2	Ecker Hill Park-n-Ride Pedestrian Underpass	Undercrossing	Complete undercrossing as part of planned park-n-ride project.	N/A
S6	SR-224 Overcrossing (Canyons Resort Dr, or adjacent crossing project)	Overcrossing	Complete overcrossing at SR-224 and Canyons Resort Dr. Connects adjacent neighborhoods to the Canyons Transit Center.	N/A
Renovation Project*				
NA	SR-224 Trail (eastside) reconstruction	Shared Use Path	Resurface and widen (if possible) paved trail on the east side of SR-224 between Ute Blvd. and Olympic Parkway	0.18

Eastern Summit Planning District Priority Projects

ID #	Improvement Name	Facility Type	Implementation Notes	Length (mi)
P13	SR-32 Pathway	Sidepath	Develop a shared use path along the east side of SR-32 from Oakley to Francis.	5.1
P28	Rail Trail Pavement Upgrade #2	Shared Use Path	Pave the existing Rail Trail.	18.9
Spot Improvements				
S1	Blue Sky Bridge to Rail Trail	Overcrossing	Provide a bridge across the creek from the Rail Trail to the Blue Sky parking lot.	N/A

Park City Priority Projects

ID #	Improvement Name	Facility Type	Implementation Notes	Length (mi)
BL5	SR-248 Bike/Pedestrian Improvements	Bike Lane	Establish connection for existing SR-248 bike lanes to Park Ave. Consider striping bike lanes or pathway improvements.	1.4
BL3	Monitor Dr Bike Lane	Bike Lane	Stripe bike lane in existing shoulder. Supports Safe Routes to School and connects to planned bike share station at Park City Recreation Center.	0.6
BL4	Little Kate Road / Holiday Ranch Bike Lanes	Bike Lane	Stripe bike lane in existing shoulder.	1.3
NB1	12th St / Sullivan Rd Neighborhood Byway	Neighborhood byway	Incorporate shared lane markings, wayfinding, and traffic calming to create a comfortable bicycle and pedestrian experience along 12th St and Sullivan Rd linking City Park and the library while providing an alternative route to Park Ave.	2.6
BL1	Deer Valley Drive Complete Streets Improvements	Bike Lane	Provide uphill bike lane with downhill shared lane per recent Park City study of Deer Valley Dr.	0.9
Spot Improvements				
S4	Kearns Blvd Undercrossing	Undercrossing	Planned undercrossing to connect Park City High School across Kearns Blvd	N/A
S11	Library Crosswalk Improvements	Mid-block crossing	Mid-block crossing, high visibility, RRFB, explore artistic pavement treatments	N/A



1. INTRODUCTION

SUMMIT COUNTY OVERVIEW

Summit County was organized in 1854 and is located in the Wasatch Back region of northern Utah. Home to 39 of the highest mountain peaks in Utah and much of the High Uintas Wilderness Area, which belongs to the Wasatch-Cache National Forest, Summit County lives up to its name. It is bordered by Rich County to the north, Morgan County to the northwest, Salt Lake County on the west, Wasatch and Duchesne counties on the south, and Daggett County on the east. The County includes the cities of Coalville (county seat), Kamas, Oakley, Park City, Francis, and Henefer. In addition, there are ten census designated places: Echo, Hoytsville, Marion, Peoa, Samak, Silver Summit, Snyderville, Summit Park, Wanship, and Woodland.

As of 2016, Summit County’s population was approximately 40,000 (U.S. Census) living in 1,872 square miles with a density of around 19 residents per square mile. The majority of residents, just over 23,000, live in unincorporated Summit County, with some communities

containing less than 200 residents. Park City is the most populous city in the County with approximately 8,000 year-round residents. Summit County is a world-renowned destination for winter sports, outdoor activities, and cultural events such as the Sundance Film Festival. As such, the tourism industry, which includes the ski resorts, accommodations, retail and food services, is the largest employment sector. Summit County’s population is expected to more than double in the next 30 years making sustainable, active transportation an important component of planning for the future.

Current population and projections

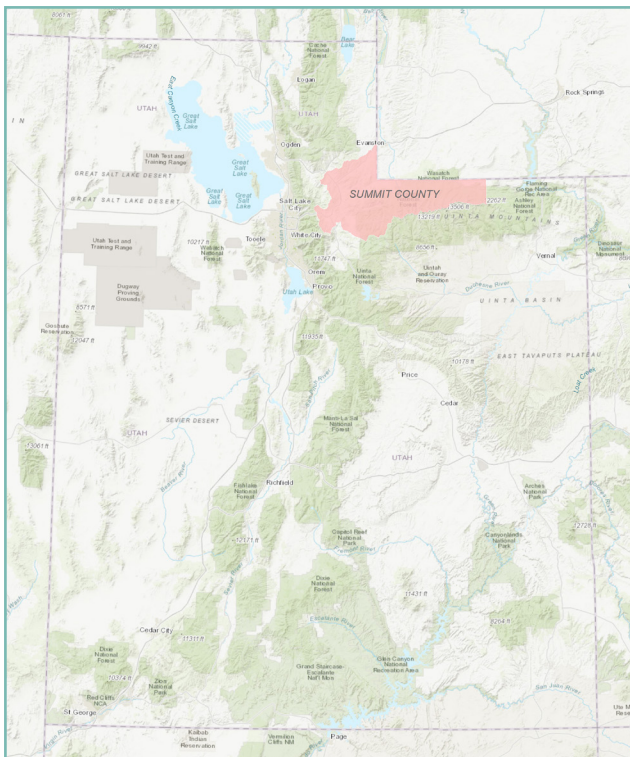
» Jurisdiction	» 2017	» 2030	» 2050
» Coalville	» 1,650	» 1,859	» 5,481
» Francis	» 1,238	» 2,415	» 8,260
» Henefer	» 755	» 1,212	» 4,144
» Kamas	» 2,262	» 2,864	» 8,447
» Oakley	» 1,290	» 3,297	» 11,276
» Park City	» 8,064	» 11,444	» 17,722
» Total	» 15,289	» 23,091	» 55,330

Data source: Utah State Governor’s Office of Management and Budget, 2015; Sub-county Population Projections, 2012

Current population

» Census Designated Place	» 2017*
» Echo	» 107
» Hoytsville	» 598
» Marion	» 584
» Peoa	» 145
» Samak	» 176
» Silver Summit	» 4,245
» Snyderville	» 6,036
» Summit Park	» 7,986
» Total	» 19,877

*Population projections not available for census designated places



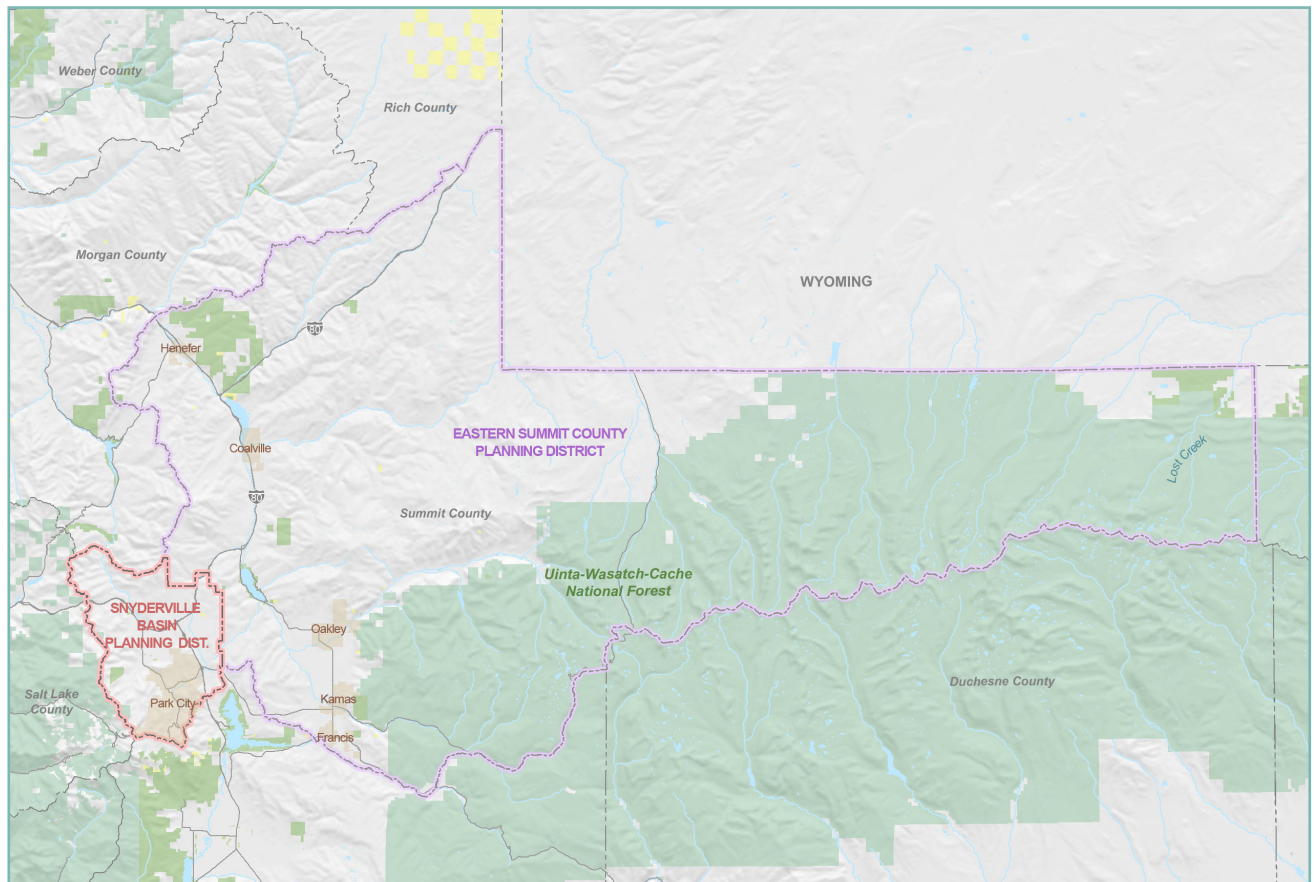
The County is divided into two planning districts: the Eastern Summit County Planning District and the Snyderville Basin Planning District. Incorporated municipalities have their own planning commissions.

Eastern Summit County Planning District

The Eastern Summit County Planning District serves the interests of citizens living in the more rural, eastern side of the County in the unincorporated areas surrounding the cities of Henefer, Coalville, Oakley, Kamas, and Francis. The District seeks to preserve the existing rural atmosphere and open spaces while allowing new and historic uses to coexist. This district covers the vast majority of the County and includes large portions of the Uinta-Wasatch-Cache National Forest and the High Uintas Wilderness Area. Due to the District's large area and dispersed town centers, an interconnected trail network, bicycle parking, and transit integration are key to successful active transportation in this portion of Summit County.

Snyderville Basin Planning District

The Snyderville Basin Planning District serves the interests of citizens living in the more urban, western side of the County, encompassing the unincorporated Snyderville Basin. The District seeks to preserve existing open space, enhance recreational opportunities, increase walk-ability, prevent urban sprawl, and promote the mountain resort community. This area sees large numbers of visitors, many of whom come for seasonal outdoor recreation. Access to destinations and open areas, interconnectivity, congestion mitigation, safe routes to schools, and streets suitable for social interaction are District priorities in line with active transportation infrastructure.



CLIMATE

Summit County’s mean elevation is 8,388 feet. The County experiences about 226 sunny days per year and on average receives 74 inches of the *greatest snow on earth* annually. The average high temperature in July is 87F while the January average low temperature is around 12F, making Summit County a enjoyable climate for summer and winter outdoor enthusiasts alike.

DEMOGRAPHICS

Summit County is the wealthiest county in the state with a median family income of \$91,470 and accounts for approximately 1% of Utah’s population. The County is predominantly white (95%) and 52% of the population hold a bachelors degree. Just over one-quarter of the population is under 18 years old, which presents a great opportunity to engage the student population in active transportation through school programming.

	» Population	» Median Household Income	» Population under 18
» Summit County	» 40,307	» \$91,470	» 27.7%
» Salt Lake County	» 1,029,655	» \$64,601	» 29.1%
» Utah	» 3,101,833	» \$62,518	» 35.1%

Data source: U.S. Census Bureau Population Estimates Program, 2017; American Community Survey 5-year Estimates 2010-2016



Image source: www.parkcitymountain.com

WHAT IS AN ACTIVE TRANSPORTATION PLAN?

The Summit County Active Transportation Plan (Summit County ATP) provides direction for the establishment or improvement of particular bicycling and walking routes in Summit County. The ATP also incorporates policy, phasing, and funding recommendations to support the active transportation system. With Summit County's population expected to more than double by 2040, this plan comes at an opportune time to address the County's current and future needs for bicycling and walking.

WHY ARE WALKING AND BICYCLING IMPORTANT?

Safety + Health

Walking and bicycling have profound effects on the health of individuals and communities. Levels of diabetes, high blood pressure, and obesity are all lower in areas with higher shares of commuters bicycling or walking to work and school. Likewise, where commuters bicycle or walk to work at higher rates, more of the population is meeting the recommended amount of weekly physical activity. Safety, too, has a close relationship with bicycling and walking levels. In areas where a higher percentage of residents walk or bicycle to work, corresponding traffic crash fatality rates are generally lower.



Image source: www.michiganfitness.org

Active transportation is any self-propelled, human-powered mode of transportation.

Quality of Life

Bicycling and walking have the potential to improve quality of life for existing and prospective Summit County residents. According to the National Association of Realtors, trails consistently rank in the top five amenities desired by prospective home buyers, and Millennials and Baby Boomers alike are trending towards locations where they can bike or walk to access their daily needs. In addition, almost half (47%) of Americans over age 16 would like to see improvements for bicyclists in their community and over a third (34%) would like to see improvements for pedestrians.¹

Transportation Choice

Investing in and improving active transportation in Summit County will ultimately increase freedom of choice: to drive to work one day, to walk and take the bus the next, or to ride a bike to the park, the drug store, or to school instead of driving or being driven.

Increasing transportation options across the County will promote economic growth and sustainability. Thousands of County residents are employed by the service industry in Park City and the surrounding area; therefore, providing reliable commuting options outside of driving a car will decrease local traffic congestion and improve the efficiency and safety of Summit County's transportation network.

Some residents are too young or too old to drive, others have disabilities and impairments that make driving more difficult or impossible altogether. Many more still would like to be able to spend less personal income on transportation, feel safer on their community's streets, and be confident allowing their children to walk to school, to the park, or to friends' houses.

Tourism & Economic Development

Much of the tourism and economic development in Summit County are directly linked to active living and recreation. Enhancing the active transportation network and programs in the County can improve the area's attractiveness as both a tourism destination and as a place to live. As visitors increase, active transportation can also help the County reduce environmental impacts, protecting the natural capital so critical to the local economy. People walking or biking also visit stores more often and, while they spend less per visit, they spend more in total.² This frequent visiting and spending, in turn, helps attract other visitors.

Transit Integration

Active transportation and transit ridership are closely linked, with many people potentially walking or biking to and from transit or using transit to fill gaps in active transportation infrastructure. Due to this relationship, walking and biking rates will likely increase as transit improves in the County, and vice versa. Ensuring good connectivity to transit can help to make the County more livable for residents, especially workers critical to the tourism economy, as well as more attractive and convenient for visitors.

¹ https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/810972_0.pdf

² http://trec.pdx.edu/research/project/411/Examining_Consumer_Behavior_and_Travel_Choices

VISION + GOALS

The vision statement and goals of the Summit County ATP are principles that will guide the development and implementation of the plan for years to come. Goals direct the way public improvements are made, where resources are allocated, how programs are operated, and how County priorities are determined. The Summit County ATP lays out a framework for how to create and expand programs and improvements to increase bicycling and walking in Summit County. Based on public feedback, the Planning Team and the Steering Committee developed the following vision statement for the Summit County ATP:

VISION STATEMENT

Summit County will develop a bicycling and walking system that serves as a viable transportation option for people living, working, and playing in Summit County.



Image source: www.visitparkcity.com

In conjunction with the Project Steering Committee, the Planning Team identified the following project goals in support of the Plan’s vision statement.

GOAL 1: WALKING + BIKING 

Provide a complete, well-connected, and easily accessible network of trails, bicycles lanes, and sidewalks for safe, convenient, and pleasant transportation.

GOAL 2: ALL AGES + ABILITIES 

Provide and promote a system of paths and trails for transportation and recreational use that maximizes convenience, choice, and mobility for users of all ages, abilities, incomes, and backgrounds.

GOAL 3: SUPPORT BUSINESS/ ECONOMIC DEVELOPMENT 

Support the tourism economy and sustainable economic development by increasing bicycle and pedestrian access to businesses and tourism, increasing bicycle parking at businesses, promoting trail-oriented development, and encouraging employee commuting incentives and facilities.

GOAL 4: TRANSIT INTEGRATION 

Support Summit County’s transit system by providing reliable first/last mile biking and walking connections to and from Summit County transit stations and hubs.

GOAL 5: NEIGHBORHOOD IDENTITY 

Maintain the character of existing residential neighborhoods and rural areas while integrating bicycling and walking infrastructure into new and existing development in order to create highly-livable neighborhoods and mixed-use areas.

GOAL 6: SUSTAINABILITY 

Protect limited economic and environmental resources, reduce negative impacts to air quality, and increase mobility, accessibility, and percentage of active transportation users through efficient use of existing infrastructure and rights-of-way.

GOAL 7: EQUITY 

Support equity and affordable housing by providing low-cost transportation options, recognizing that access to affordable housing and transportation systems are crucial to the development and stability of the County’s economy.

GOAL 8: RECREATION + OPEN SPACE 

Provide non-motorized transportation access to Summit County’s world-class open spaces and singletrack trail system.

The background of the page is a photograph of people riding bicycles on a paved path. The image is in a dark teal color scheme. A large, solid teal rectangular box is centered on the page, containing the section header. The box is framed by white L-shaped corner brackets in the top-left and bottom-right corners.

2. EXISTING CONDITIONS

PREVIOUS PLANNING EFFORTS

KIMBALL JUNCTION MASTER PLAN (JUNE 2019)

The Kimball Junction Master Plan (KJMP) was amended into the Snyderville Basin General Plan in June 2019, reflecting the County's renewed commitment to develop a people-centered community. The KJMP is also the planning document most closely aligned with the mission of the ATP, focusing on ten interconnected goals, each with key action steps, including:

Create a People Oriented Built Environment:

Establishing a more traditional street and building environment will ensure priority is given to the needs of pedestrians rather than the movement of vehicles. Traditional streets are not dominated by large parking lots, blank building walls, service areas, and utility infrastructure. Creating buildings with a continuous active edge, with doors and windows opening onto the street, and parking located behind and/or underneath the buildings can help encourage comfortable pedestrian activity. The goal should be to accommodate vehicles in an environment built for people.

Key Action Points

Ensure all new development proposals are designed to **first accommodate pedestrians, rather than vehicles**. Developers should provide a written narrative describing how this is accomplished as part of the application submittal requirements.

Encourage property owners of existing developed projects to **enhance the pedestrian experience**. Elements could include: updating existing infrastructure, such as adding missing sidewalk connections or adding bike lanes, relocating utility boxes, adding benches, and landscaping to create gathering areas.

Create a Walkable Neighborhood

Walkable neighborhoods foster a diversity of people, uses, and experiences. They are easier to move to, move through, and move around. Mixed-Use neighborhoods create a greater sense of community.

Key Action Points

Develop additional above or below-ground **pedestrian and non-motorized linkages** across SR-224. Connect the east and west sides of the neighborhood and integrate uses. Consolidate parking areas.

Strategically locate consolidated parking areas proximate to transit facilities and primary pedestrian corridors.

Complete, adopt, and implement the Summit County Active Transportation Plan (ATP).

Install bicycle facilities, including but limited to aid/repair stations, bicycle lockers, and racks.

Develop public space along pedestrian and non-motorized routes that are safe and desirable to be in. Enliven these spaces with public art and activities.

Achieve a Seamlessly Connected Neighborhood


Successful neighborhoods are designed to connect people to where they want to go in a simple, safe, comfortable, and enjoyable manner.

Key Action Points


Think of streets and pedestrian connections as places. Design them accordingly.

Place highest density where access to **transit and active-transportation is best**.

Amend the Summit County Code to implement a Complete Streets ordinance to ensure public rights-of-way are designed and constructed to **accommodate all anticipated users** including pedestrians, bicyclists, transit users, motorists, and service/delivery vehicles.



The Snyderville Basin General Plan seeks “to preserve the natural open space and vistas, prevent suburban sprawl, and promote our mountain resort community” through managed growth.



SNYDERVILLE BASIN GENERAL PLAN (JUNE 2015)

The Snyderville Basin General Plan seeks “to preserve the natural open space and vistas, prevent suburban sprawl, and promote our mountain resort community” through managed growth. The General Plan’s goals expand this to specifically include providing “interconnectivity and traffic mitigation through a variety of creative alternatives for all modes of transportation”. The Community Vision, identified through community workshops and open houses, places walk-ability as the third highest community priority, after Open Space and Recreation.

The General Plan recommends following the Snyderville Basin Community-Wide Trails Master Plan to ensure that public corridors connect neighborhoods, parks, schools, community facilities, and commercial centers, and provide access to open areas and public lands. It emphasizes that these facilities should meet the needs of the individual neighborhoods, function well, encourage a reduction in driving, and improve safe routes to schools.

The General Plan establishes that streets and adjacent spaces should be usable for social interaction, walking, horseback riding (where appropriate), and cycling. It requires that all future motorized roadways allow for non-motorized transportation, that existing roadways provide an alternative pathway for non-motorized modes, and that all efforts be made to use existing roadway facilities to their maximum capacities prior to expansion.

EASTERN SUMMIT COUNTY GENERAL PLAN (AUG. 2013)

The Eastern Summit County General Plan provides guidance to affect development, land use, and lifestyles as the County changes and grows, while preserving the rural atmosphere, allowing new and historic uses to coexist, and preserving open spaces. Among its transportation goals, the plan recommends periodic review of the Transportation Master Plan to ensure that it addresses the most current needs of eastern Summit County residents, and includes the need for multiple modes of transportation. It also recommends steps be taken to ensure public trail access to public lands, in coordination with municipalities and the US Forest Service.

EASTERN SUMMIT COUNTY TRANSPORTATION MASTER PLAN (MAY 2013)

The Eastern Summit County Transportation Master Plan recognizes the importance of considering all types of users, to include: pedestrian, mobility-impaired, equestrian, ATV, cyclists, agricultural support, rail, wildlife, automobile, etc. It calls for expanded bicycle parking at businesses and to secure funds to build an interconnected trails network. It also encourages biking and walking via the Complete Streets standard (see page 50 for a detailed explanation of complete streets) and pursuing regional transit opportunities. The plan also recommends location-appropriate street widths as a key to increase safety.

FRANCIS TOWN GENERAL PLAN (2013)

The Francis Town General Plan encourages economic growth while preserving the character of the community. The Circulation Element of the General Plan encourages a balance between automobiles, pedestrian facilities, bicycles, and other non-motorized transportation. It further says that pedestrians should have access to all services in the community via sidewalks, trails, or paths and requires that pedestrian facilities be provided by developers. The General Plan also suggests promoting non-motorized transportation to aid in reduction of air pollution. It also comments on the importance of providing adequate lighting for pedestrian safety at night without increasing light pollution.

COALVILLE CITY GENERAL PLAN (MAY 2012)

The Coalville City General Plan was created to guide future development and decisions as Coalville and Summit County grow, allowing Coalville to accommodate new growth while maintaining its rural atmosphere and quality of life. As part of this effort, it recommends sidewalks on at least one side of streets and bike lanes on arterial roads. It also mentions the need to address ATV conflicts and plan for ATVs on the city streets. It sets policy requiring a trail system be provided for recreation and transportation access to parks, open space, and civic and commercial areas, and that preservation of trail corridors be part of the planning review process.



Image source: www.wikipedia.com

KAMAS CITY GENERAL PLAN (DECEMBER 2016)

The Kamas City General Plan seeks to fulfill the community vision of a rural community in touch with its history and with a well-planned commercial hub. Along with measures to encourage development to remain within current city boundaries, this commercial hub will allow Kamas to preserve its open space, agriculture, and recreational opportunities. The General Plan includes goals for a pedestrian-friendly and beautiful downtown. The General Plan also notes the need for safe walking corridors throughout the city as well as designated trails and pathways for equestrian traffic.



Image source: www.city-data.com

PARK CITY DOWNTOWN AND MAIN STREET PARKING MANAGEMENT PLAN (JUNE 2016)

The Park City Downtown and Main Street Parking Management Plan provides comprehensive management recommendations to address issues due to high demand for parking downtown and inefficiencies in the existing system. The plan recommends improving pedestrian and bicycling access in order to help distribute parking demand by making parking garages and remote lots easier to access and more visible. Suggested improvements include:

- Enhancing connections across Swede Alley to increase parking east of Swede Alley
- Creating a style guide and improving alleyway connections to Main Street with lighting and murals to increase safety and comfort, increasing parking off of Main Street
- Improving lighting in parking garages to increase safety and comfort, increasing use
- Improving bike parking requirements by calculating them from bike parking demand patterns instead of as a percentage of auto parking demand
- Increasing bicycle parking for both short-term use (racks) and long-term use (cages or lockers)
- Converting some parking spots to seasonal bike corrals during summer months

PARK CITY TRAFFIC & TRANSPORTATION MASTER PLAN (OCTOBER 2011)

The Park City Traffic & Transportation Master Plan addresses the multi-modal needs of Park City Municipal Corporation through the year 2040. In order to mitigate impacts of increasing visitors without significantly widening roadways or increasing lane miles, the Traffic and Transportation Plan places heavy emphasis on multimodal transportation. The proposed multimodal approach includes measures for both active transportation and first-mile-last-mile connections to transit, while reducing single occupancy vehicle trips and promoting more efficient use of the automobile. It also has a goal to contribute to the public health and quality of life through increased travel safety and active living, a goal consistent with a robust active transportation component.



Image source: www.parkrecord.com

PARK CITY TRANSPORTATION DEMAND MANAGEMENT EXISTING CONDITIONS, PEER RESEARCH AND MARKETS & OPPORTUNITIES (NOV. 2015)

The Park City Transportation Demand Management (TDM) Plan provides recommendations to merge the transportation system to reduce vehicle miles traveled from single occupant vehicle trips, especially during peak periods. It identifies groups likely to travel by modes other than driving alone and suggests targeted improvements to create a more multimodal system. Among those surveyed:

- Walking was a popular mode for tourists once they arrive in the city, as well as primary mode of users connecting to and from transit
- The majority of employees did not drop off or pick up children on their way to or from work and 10% lived within two miles from work, a widely accepted comfortable distance to bike
- Most users would consider using transit when it is time efficient
- Employees and residents were most likely to consider biking for travel

The TDM Plan recommends strategies to implement a bicycle sharing program, secure bicycle parking, and separate bicycle facilities, and programs to promote bicycling among visitors and residents. It also notes that these improvements would likely have to be matched with increased transit availability in the winter.

PARK CITY AND SUMMIT COUNTY SHORT RANGE TRANSIT DEVELOPMENT PLAN (SEPT. 2016)

The Park City and Summit County Short Range Transit Development Plan provides analysis and recommendations for using transit to maintain quality of life for residents and visitors. It recognizes that transit users start their trips by walking or biking and use transit to increase their mobility. Because of this co-dependence, the plan reiterates the importance of connecting transit to pedestrian and bicycle pathways. It also notes the importance of planning for ADA accessibility and for households without motor vehicles.



Image source: www.discoverutah.com

SNYDERVILLE BASIN LONG RANGE TRANSPORTATION PLAN – SHORT TERM NEEDS IDENTIFICATION (AUG. 2014)

The 2014 update to the Snyderville Basin Long Range Transportation Plan analyzes previous studies and plans in light of the 2014 vision and policies and then examines alternative methods of accommodating increased traffic. It illustrates the increasing numbers of residents and visitors and the issues the area will face when trying to deal with large numbers of visitors on prime skiing days and during events. It also notes issues with active transportation in the area, including:

- Many shoulders are used by bicycles, despite not being wide enough to be used safely or allowed by code
- Due to the maintenance commitment, only half of the walking and biking system is plowed by Park City Municipal Corporation during the winter, reducing winter options for active transportation
- Only the Poison Creek Trail is lit for pedestrian use at night

This plan emphasizes the importance of a multimodal system to increase choice and mobility for all users while providing opportunities for physical activity. It identifies a wide range of projects and implementations that will immediately benefit active transportation, including:

- Adopting a Complete Streets policy which would require consideration of all roadway users (including pedestrians, people riding bicycles, and transit users) for future construction projects
- Encouraging winter maintenance of sidewalks by property owners, as established by ordinance
- Installing key pedestrian and bicycle underpasses and overpasses to increase accessibility
- Implementing the 2008 Park City Trails Master Plan “Spine System” and “Interconnected Neighborhood Linkages” to provide a high-quality, interconnected system for walking and biking with access to destinations in and outside the city

THE 2008 OAKLEY CITY GENERAL PLAN (2008)

This Oakley City General Plan addresses many concerns surrounding the rapid expansion of tourism in neighboring communities, which are influencing Oakley City to become less of an agricultural community and more of an urban or “bedroom” community. In light of this expansion, the plan recommends many objectives to preserve the visual character and environmental quality of the community for scenic, historic, conservation, and public health and safety purposes. It also includes the objective to provide a network of sidewalks, walkways, bikeways, and trails throughout the city for pedestrian, bicycle, and equestrian use to effectively connect activity centers, commercial areas, and residential areas. This policy explicitly recognizes the network as a valuable community asset and requires preservation of key areas and corridors to develop the currently proposed system.

EXISTING ACTIVE TRANSPORTATION INFRASTRUCTURE

Summit County’s bicycle network has approximately 58 miles of existing bikeway facilities. Almost all of the existing bicycle facilities are located within the boundaries of Park City Municipal Corporation and include approximately 35 miles of paved multi-use paths, including Poison Creek Trail. Other existing facilities include bike lanes, marked shared roadways/sharrows, and shoulder bikeways.

» Existing Bicycle Facility	» Length
» Paved Multi-Use Path	» 35 miles
» Bike Lanes	» 3 miles
» Marked Shared Roadway	» 3 miles
» Shoulder Bikeway	» 17 miles
» Approximate Total	» 58 miles

There is also a substantial amount of unpaved hiking, walking, and mountain biking trails across Summit County. Although these paths are not included in the inventory of active transportation infrastructure, they serve an important role as recreation destinations.

Paved Multi-Use Paths

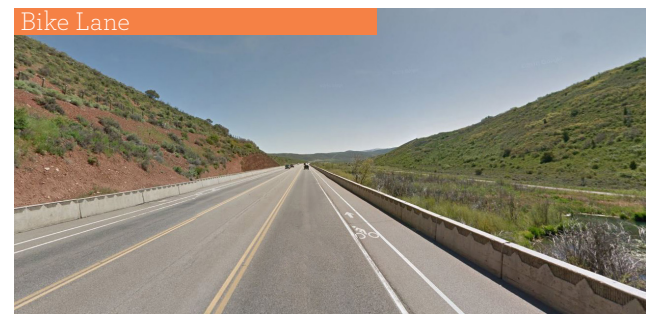
Paved multi-use paths or paved trails provide dedicated space for bicyclists and pedestrians separated from the roadway. This category can include the construction of new sidewalks, as well as improvements to existing sidewalks, such as the addition of a buffer between the roadway and sidewalk.



Image source: www.railstotrails.org

Bikes Lanes

Bike lanes are a type of on-street facility that provides a dedicated space within the roadway for bicyclists to ride. Bike lanes and buffered bike lanes use lane striping to delineate the bikeway, while more robust separated bike lanes use a variety of treatments to physically separate bicyclists from motor vehicles. Separated bike lanes are considered the most comfortable on-street facility for most bicyclists.



Bike lane on SR-224/Kearns Blvd.

Marked Shared Roadway

Unlike bike lanes, marked shared roadways do not provide bicyclists with a dedicated space within the roadway. The shared lane marking is placed in the travel lane to indicate where bicyclists should preferably ride and to alert motorists that bicyclists may be present. R4-11 signs can be used in conjunction with pavement markings.



Marked shared roadway on Prospector Ave.

Shoulder Bikeway

Shoulder bikeways are another type of on-street facility that provide a dedicated space for bicyclists. Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation. Shoulders can improve bicyclist comfort and safety when traveling in higher speed and/or volume situations, but only when adequate width is provided.



Shoulder bikeway on Meadow Dr.

Sidewalk Network

Summit County’s system of sidewalks and sidepaths is well-connected and continuous in most downtown areas and is set back from the street for safety along high speed arterials such as SR-224. It is also disconnected, damaged, or completely absent in many private developments or rural portions of the County. Heavy winter snows that drive the winter tourism industry also increase connectivity issues, as many sidewalks and sidepaths are not regularly cleared and others are covered by deep snow pushed off the road by snowplows and are unsafe and unusable until cleared. Building and maintaining a well-connected network of sidewalks and sidepaths is important for the safety and quality of life of residents and visitors.

OTHER TRANSPORTATION SERVICES

Summit Bike Share

Summit County follows the trend in active transportation by offering a great transit option for residents and visitors to explore the area. Launched in 2017, the Summit Bike Share system offers e-bicycles to its users 24/7 and is perfect for errands, commuting, or recreation. The system is currently comprised of nineteen stations and the bicycles provide an extra boost to assist users up hilly terrain.



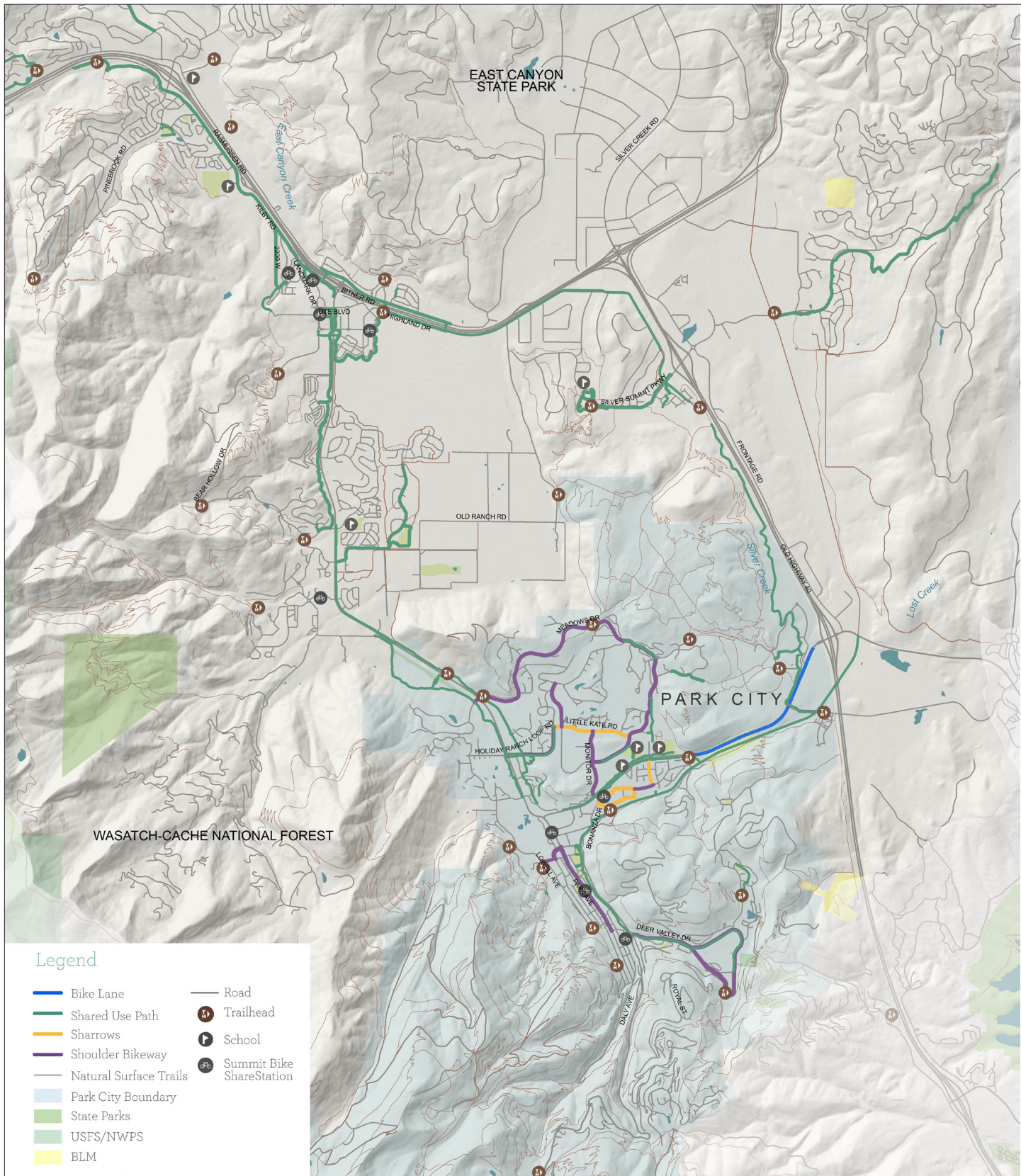
Image source: www.parkcitylodging.com

Transit

Summit County is served by a variety of transit routes operated by Park City Transit as well as a private contractor. The Summit County ATP will increase the opportunities for Summit County residents, employees, and visitors to use active transportation to connect to transit.



Image source: www.parkcity.org



Legend

- Bike Lane
- Shared Use Path
- Sharrows
- Shoulder Bikeway
- Natural Surface Trails
- Park City Boundary
- State Parks
- USFS/NWPS
- BLM
- Road
- Trailhead
- School
- Summit Bike Share Station

Summit County Existing Active Transportation Infrastructure



MODE SHARE

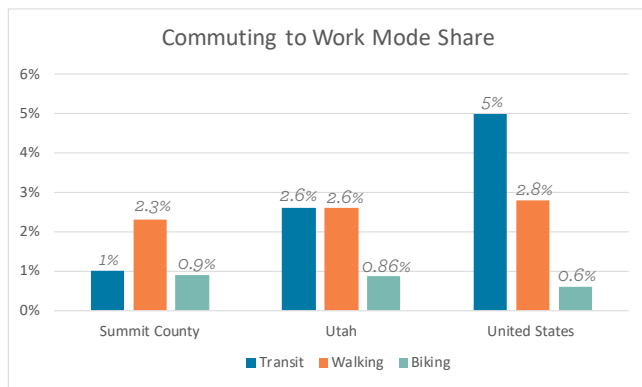
Mode share refers to the percentage of trips taken by a particular form of transportation (i.e. car, bus, bicycle, walk, taxi). Two data sources are used in this analysis: the American Community Survey (2016) and the Utah Travel Study (2012).

American Community Survey (ACS)

The Census Bureau’s American Community Survey (ACS) Journey to Work data only measures the principal transportation mode from home to work. It excludes or provides incomplete data from those outside of the workforce; those who combine different modes or those who commute by different means depending on the day, weather, and time of year; and for those not continuously employed for three or more consecutive quarters (this would include seasonal workers). ACS data is collected and averaged throughout the year, meaning that rates of walking and bicycling may be higher than the data indicates. In fact, trail counters in some western communities indicate that walk and bike mode shares are more than double the ACS estimates during pleasant weather. Despite its flaws, especially in smaller

communities, the ACS is a consistent benchmark of mode choice over longer periods.

According to the ACS, Summit County’s transit mode share (1%) is less than Utah’s transit mode share (2.6%) and the national transit mode share (5%). The walking mode share is also lower in Summit County (2.3%) compared to Utah (2.6%) and the national rate of 2.8%. This could be attributed to the low-density development of most of Summit County, rugged terrain, and cold winter temperatures. The rate of bicycling to work is slightly higher in Summit County (0.9%) compared to Utah as a whole and the national rate 0.9% and 0.6%, respectively. The national bicycle mode share is 0.6%, while the percentage of walking mode share is slightly lower.



Data source: ACS 5-year estimates 2012-2016, Table B08310

Utah Travel Study (UTS)

The 2012 Utah Travel Study (UTS) was a survey of statewide and local transportation behaviors, attitudes, and trends. The primary tool of the study, the household travel diary, was supplemented by additional surveys including a bicycle and pedestrian barriers surveys. Unlike the ACS, the UTS collected data on all trips taken by a household, including children walking to school, picking up groceries, commuting to work, and walking around the neighborhood. Because the surveys may only be reproduced every 8-10 years, the Study's tremendous amount of valuable data cannot be monitored on a year-to-year basis (like the ACS can), making the monitoring and reporting of incremental changes more difficult.

Because the UTS includes all trips, regardless of purpose, mode share figures are higher than reported ACS mode shares. For all trips originating in Summit County, 1.52% of trips were made on transit, 5.15% were walking trips, and 1.48% were bicycling trips. The primary trip type for transit and walking mode share was non-home to work while the primary trip type for bicycling mode share was non-home to non-work.

Due to the average bicycling trip in Summit County being about 2.5 miles and the average walking trip being about 0.6 miles, there is great potential for a significant change in walking and bicycling mode shares. Much of what will accelerate that shift depends on improved conditions for bicycling and walking in Summit County.

Over 6% of all trips in Summit County are done on foot or bike.



Image source: www.visitparkcity.com

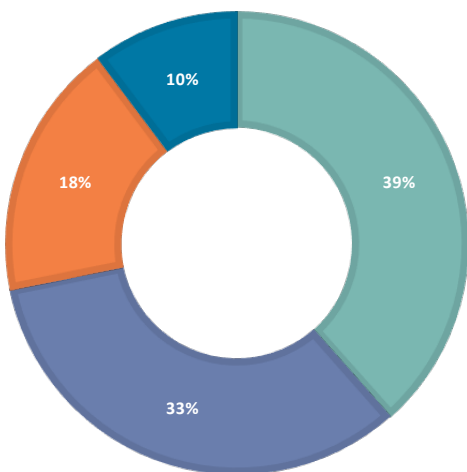
BARRIERS + HAZARDS

One component of the 2012 Utah Travel Study polled residents' perceived bicycle and pedestrian barriers. Responses were recorded for walking barriers and bicycling barriers separately. Barrier types were recorded as missing infrastructure (ex. sidewalk gaps), unmaintained infrastructure (ex. debris in a bike lane) or incomplete infrastructure (ex. lack of curb ramps).

The primary location barriers for both walking and bicycling were intersections/crossings. Similarly, the primary barrier type for both modes was missing infrastructure. The majority of barriers and hazards were clustered around Kimball Junction and downtown Park City.

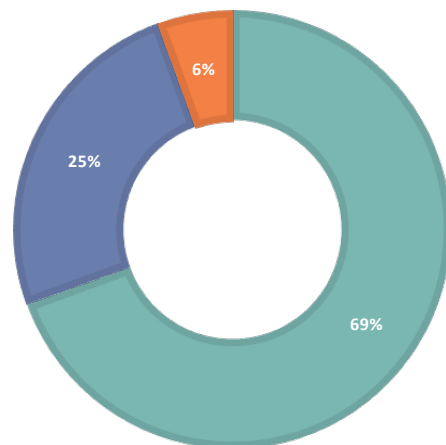
WALK BARRIER LOCATION

■ Intersection/crossing ■ Roadway ■ Sidewalk/Bike path ■ Trail



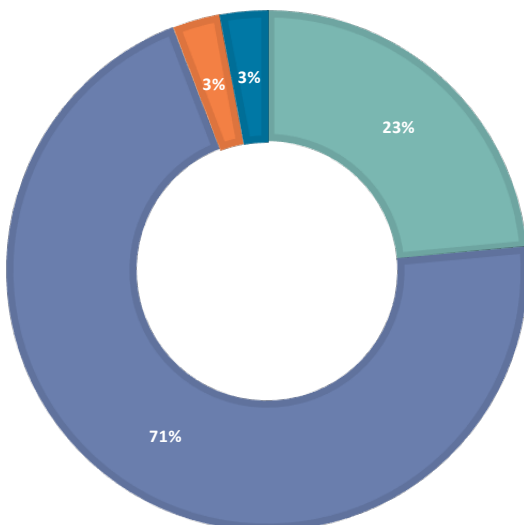
WALK BARRIER TYPE

■ Missing infrastructure ■ Incomplete infrastructure
■ Unmaintained infrastructure



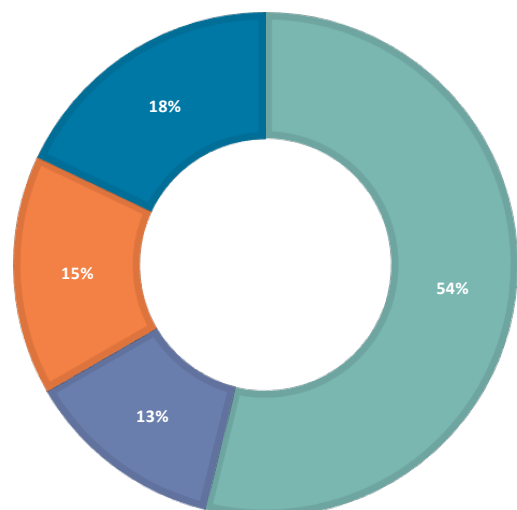
BIKE BARRIER LOCATION

■ Intersection/crossing ■ Roadway ■ Sidewalk/Bike path ■ Trail



BIKE BARRIER TYPE

■ Missing infrastructure ■ Incomplete infrastructure
■ Unmaintained infrastructure ■ Other





COLLISION + SAFETY ANALYSIS

Collision information for Summit County is recorded by the Utah Department of Transportation (UDOT) Traffic & Safety Division. UDOT provided data for 8,731 traffic collisions reported in Summit County between January 1, 2010 to December 31, 2017, including 58 reported collisions involving pedestrians and 41 reported collisions involving bicyclists. This equals to 1.1% of all reported vehicle collisions involving bicyclists and pedestrians. Of these reported collisions involving pedestrians and bicyclists, 93% resulted in injury and two fatalities were reported.



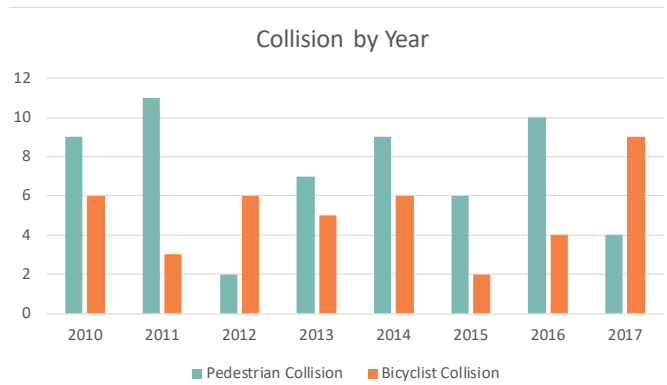
41
BICYCLIST-
INVOLVED
COLLISIONS



58
PEDESTRIAN-
INVOLVED
COLLISIONS

Year

The number of reported bicycle collisions per year from 2010-2014 was relatively stable (averaging 5.2 collisions per year). There was a reduction to two bicycle collisions reported in 2015 and four in 2016 but the overall high was nine in 2017. Pedestrian involved collision rates were highly variable between years, with a high of 11 in 2010 and low of two in 2012. From 2010-2017, pedestrian collisions occurred on average 7.25 times per year.

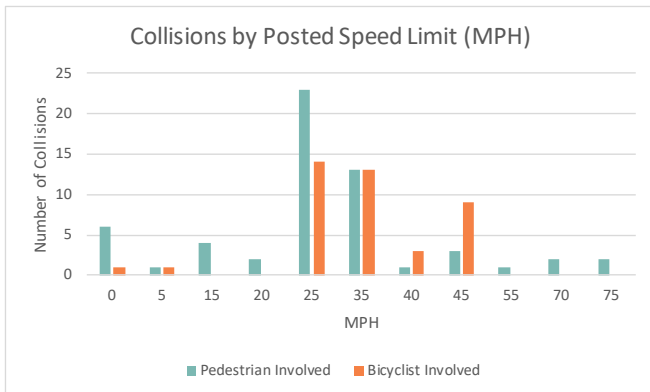


Time of Day

Most collisions occurred during daylight hours, when people are most likely to be outdoors. Pedestrian collisions increased starting at 2:00 pm and peaked around 6-8 pm. Bicycle collisions peaked between 2-4 pm and slowly tapered until 8 pm. Peak commute times (8-10 am and 4-6 pm) are also related to the rise in number of collisions, given that there are more cars in the streets during those hours than at any other time.

Arterials and High-Speed Streets

Collisions were most common on principal arterials and major collectors, where the majority (70%) of serious injuries were also sustained. Both fatal collisions were pedestrian-vehicle collisions on SR-224, a principal arterial with high posted speed limits and wide lanes. Among principal arterials and major collectors, SR-224, Park Avenue, and Kearns Boulevard (SR-248) were indicated as the location of 42% of collisions. Over half (57%) of these collisions were indicated as being related to intersections. The highest number of collisions (37%) occurred in roads with posted speed of 25 mph, and speeding was only a factor in 5.1% of bicycle and pedestrian collisions. 26% of collisions occurred on 35mph roads (Kearns Blvd./Park Ave.), and 12% on 45mph roads (SR-224/Park Ave.).



Right Turning Movement

The second most common condition responsible for collisions was when vehicles turned right, known as “right hook.” This occurred in 39% of bicycle and 14% of pedestrian collisions.

Dedicated Facilities

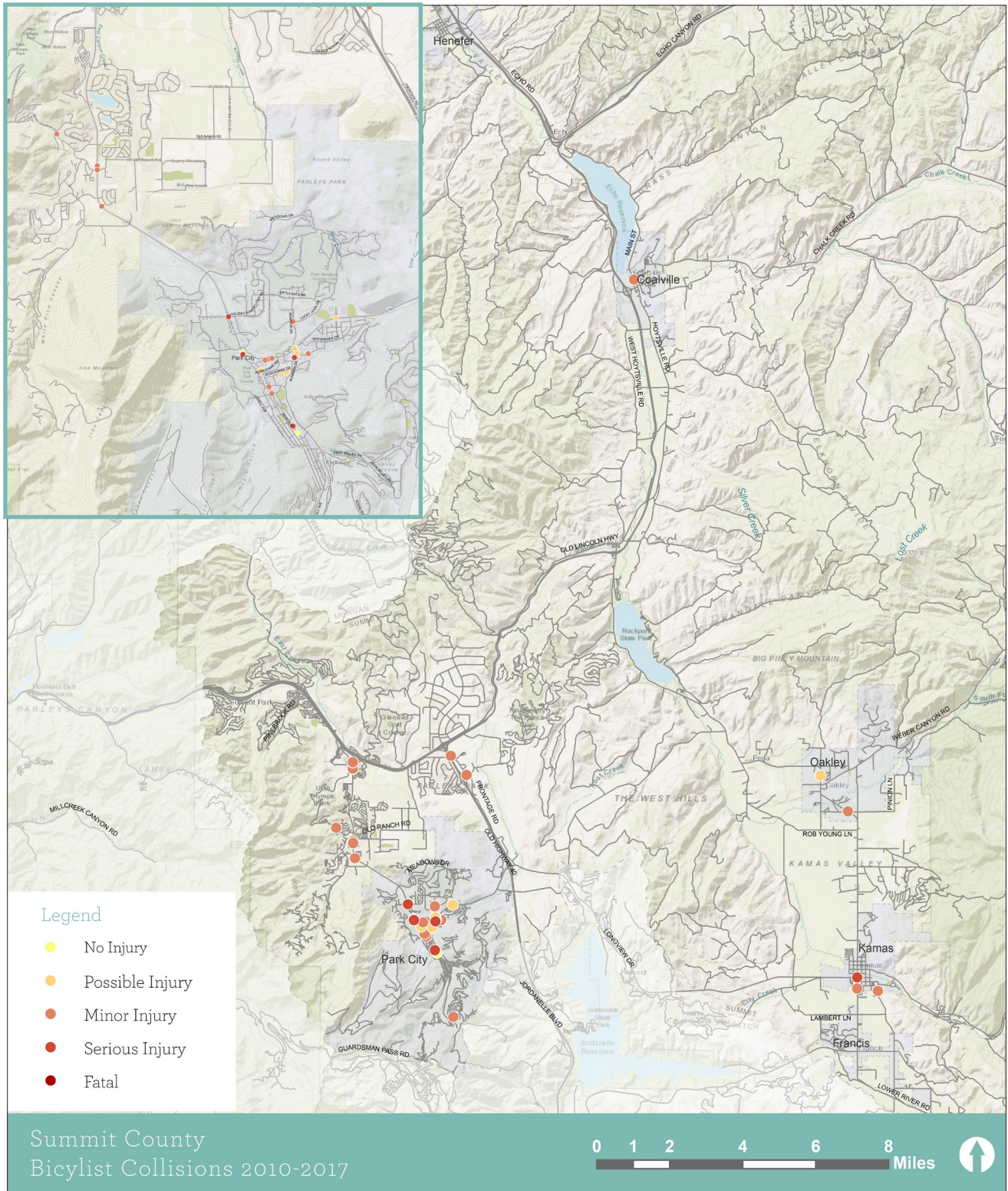
Half of pedestrian and nearly a third of bicycle collisions occurred when vehicles were driving straight ahead in areas without intersections. **In addition, all bicycle collisions occurred on roads that did not have bike lanes or other dedicated infrastructure, which highlights the importance of proper bikeway infrastructure in preventing collisions.**

Intersections

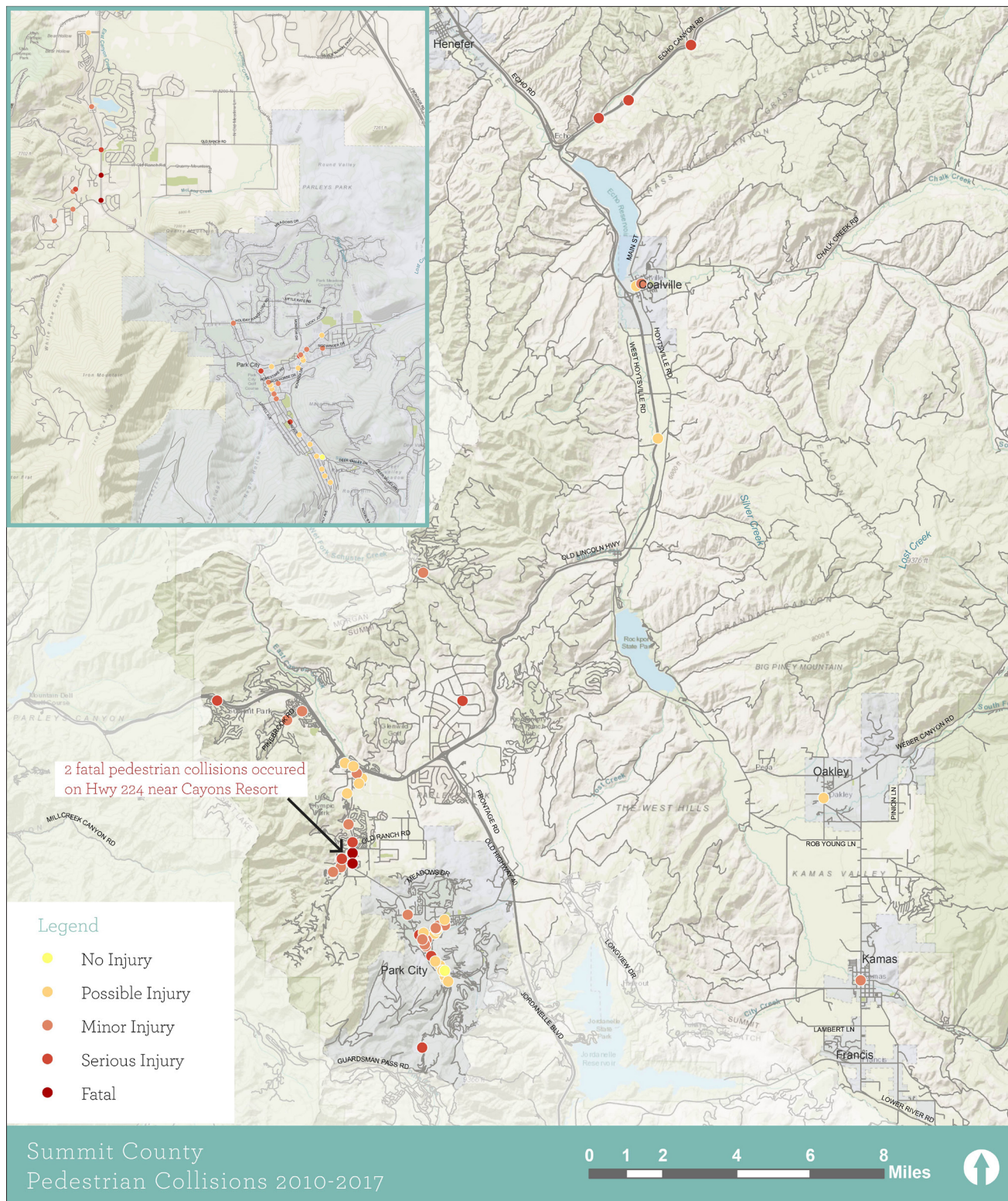
Of the 46 collisions at intersections, half were at traffic signals or stop signs. Both fatal collisions occurred within 1/4 mile of each other at or near the intersections of Old Ranch Road and Canyons Resort Drive with SR-224. In both cases a pedestrian was struck by a southbound vehicle traveling straight through the intersection. This is an area with few controlled intersections for pedestrian crossings and also the gateway to the Canyons Village at Park City Mountain Resort. Given the high speed of the roadway and severity of collisions in this area, an improved crossing, such as a pedestrian overcrossing, should be considered for this location.

Traffic Control Device	Pedestrian Collision with Vehicles	Bicycle Collision with Vehicles	Total Collisions
None	35	22	57
Traffic Control Signal	11	12	23
Stop Sign	9	4	13
Unknown	0	2	2
Yield Sign	1	1	2
Warning Sign	0	1	1
Flagger/Officer	1	0	1
Flashing Traffic Control Signal	1	0	1
Other	1	0	1

Summit County Bicyclist-Involved Collisions 2010 - 2017



Summit County Pedestrian-Involved Collisions 2010 - 2017





3. PUBLIC OUTREACH

PUBLIC OUTREACH SUMMARY

EXISTING CONDITIONS OUTREACH

Online engagement was a key component of the Summit County ATP approach to outreach, as it provided a convenient avenue for people to provide input to the planning process. The Planning Team developed two online outreach tools: an online survey and an online input map.

Online Survey

The online survey was available from June to August 2018 and received 189 responses. The vast majority (95%) of respondents were residents of Summit County, and 45% work in the County. A slight majority (56%) were female. Respondents also tended to be middle-aged or older (63% were over the age of 45) and relatively affluent (66% live in households that earn over \$100,000 per year, with 34% living in households that earn over \$200,000).

The survey asked participants a series of questions about their opinions regarding walking and bicycling. According to the responses, recreation emerged as a major part of the walking and bicycling experience in Summit County. A large majority (92%) of respondents reported walking or biking for health and fitness, and 87% reported walking or biking to spend time outdoors. In addition, 67% walk or bike to parks, opens space, trails, and singletrack access points (or are interested in doing so). However, significant percentages of people also reported walking and bicycling (or being interested in walking or biking) for transportation; restaurants, shops/errands, and the houses of friends or family were reported as destinations that many people access, or want to access, by walking or biking (48%, 46%, and 46%, respectively).

The survey also asked respondents about barriers to walking and bicycling in Summit County. The top reasons for not walking or bicycling more frequently were all related to infrastructure. Nearly half cited a lack of infrastructure as a primary barrier. The perception of inadequate safety (cited by 38% of respondents), and the difficulty of crossing major streets (31%) were also reported as top obstacles to more walking and biking.

In keeping with these findings, survey respondents selected more paved paths (65%) and better crossings of major streets or highways (55%) as their top priorities for future active transportation investments in Summit County. More on-street bikeways were the third highest priority (36%), though connections to public transportation were also a significant priority with 33% of respondents selecting it as one of their three investment preferences. The graphics below illustrate some of these major findings from the online survey.

The survey concluded by allowing people to provide additional comments. Some of the key themes that emerged from the comments were a desire for increased e-bike facilities and education, improved crossings along SR-224, a shared use path along SR-32, more off-street paths, and better winter maintenance of active transportation facilities.



95% of survey participants were Summit County residents



67% of the participants currently bike to parks, open space, trails, and singletrack access points



45% of survey participants work in Summit County



Lack of infrastructure was the primary obstacle to walking or biking



92% of survey participants walk or bike for health and fitness



Lack of safety was the second most common obstacles to walking or biking

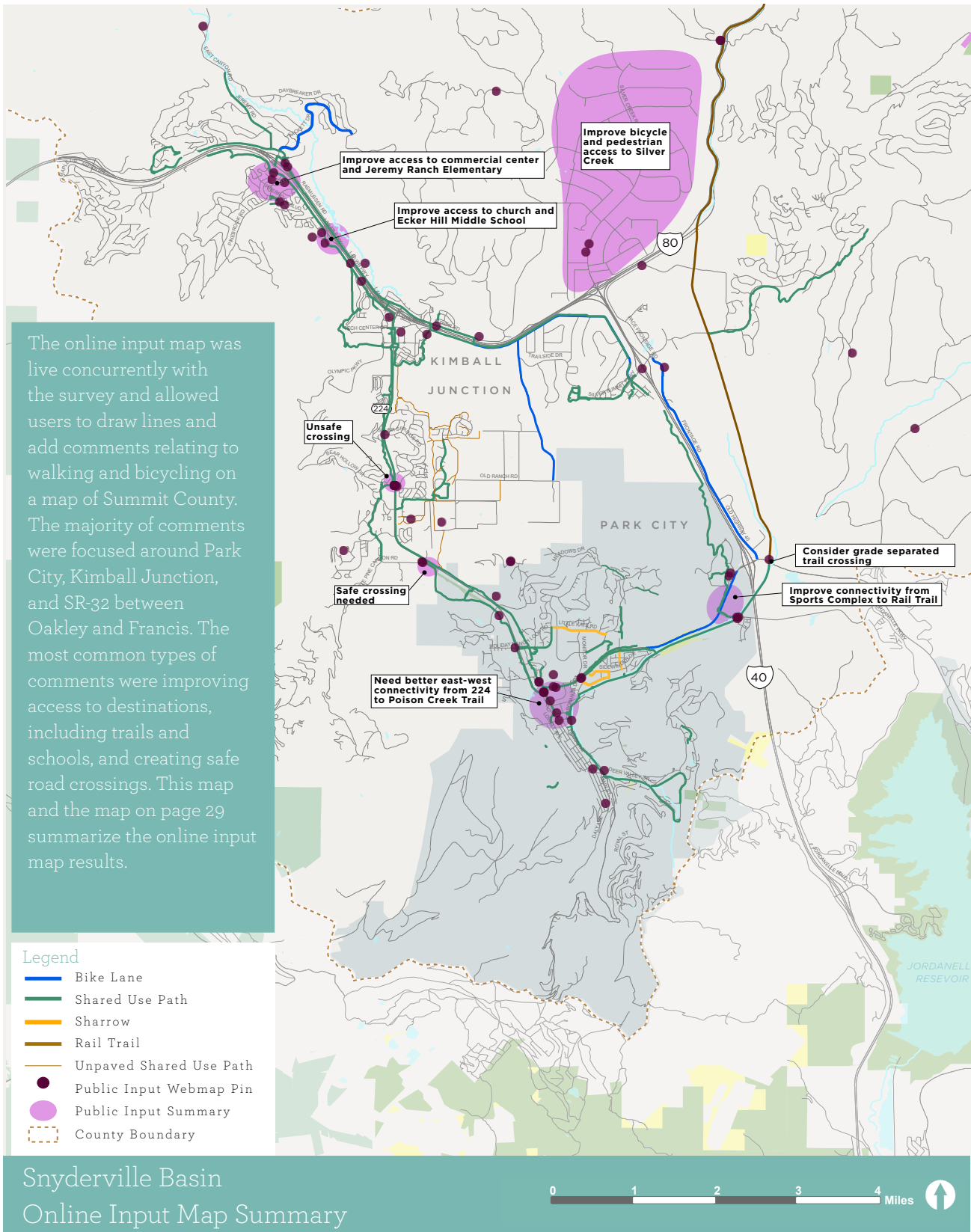


87% of survey participants walk or bike to spend time outdoors



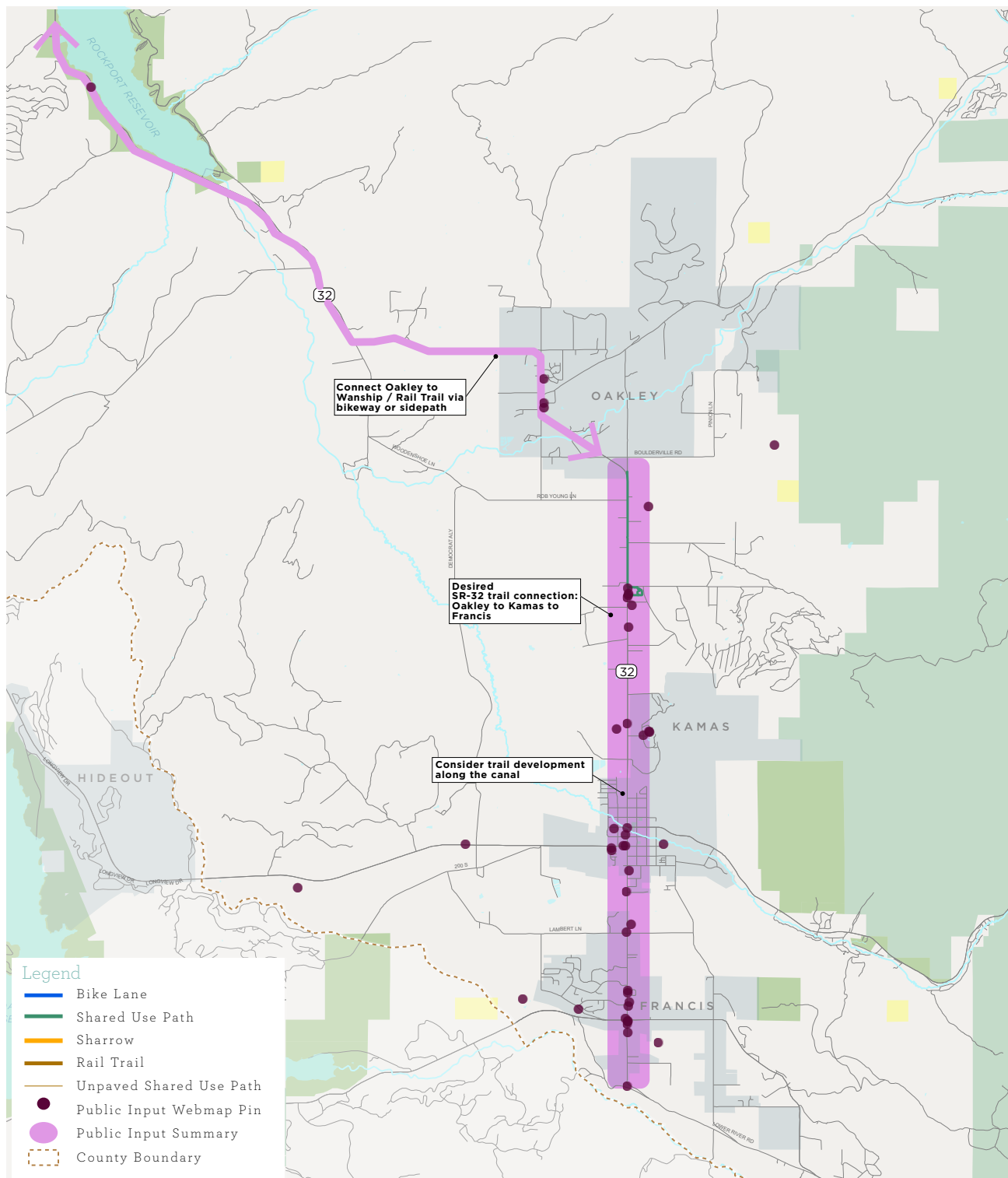
More paved paths were the top priority for future active transportation investments

Synderville Basin Online Input Map Summary



Synderville Basin
Online Input Map Summary

Francis, Kamas, and Oakley Area Online Input Map Summary



Francis, Kamas, and Oakley Area
Online Input Map Summary



JURISDICTIONAL CHARRETTES

Following completion of the existing conditions public outreach, the Planning Team began planning the recommended active transportation network of trails, bikeways, and spot improvements throughout Summit County. This project was initiated through a series of jurisdictional charrettes intended to solicit input on specific projects in various jurisdictions and locales. Charrettes were conducted in the following locations with local staff and stakeholders:

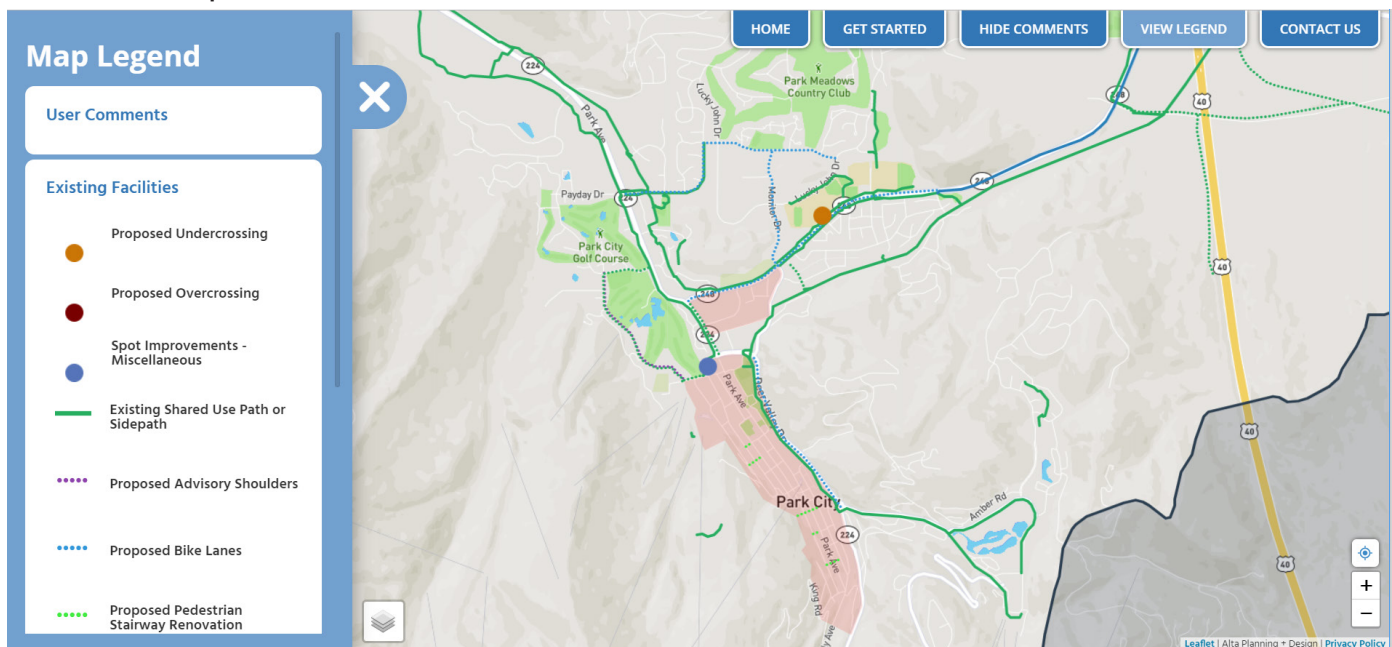
- North Summit: Coalville, Summit County Fairgrounds
- Eastern Summit: Kamas Public Library
- Snyderville Basin: Summit County Library Kimball Junction Branch
- Park City: City Hall

The Planning Team assembled the recommendations, projects, and needs from each charrette into a cohesive active transportation network for Summit County.

RECOMMENDATIONS PUBLIC OUTREACH

After developing a draft network of bikeways and trails the Planning Team conducted an additional round of public outreach to solicit input on proposed projects and help inform prioritization efforts. The primary public outreach tool consisted of an interactive, online web map of the proposed active transportation network. Users could pan throughout Summit County viewing proposed projects and clicking on projects to view project descriptions. Users were also able to “like”, “dislike”, or leave a comment on any project. Results were incorporated into the project prioritization methodology described in Chapter 7. The public input map was promoted via a variety of traditional and social media channels.

Online Web Map Interface



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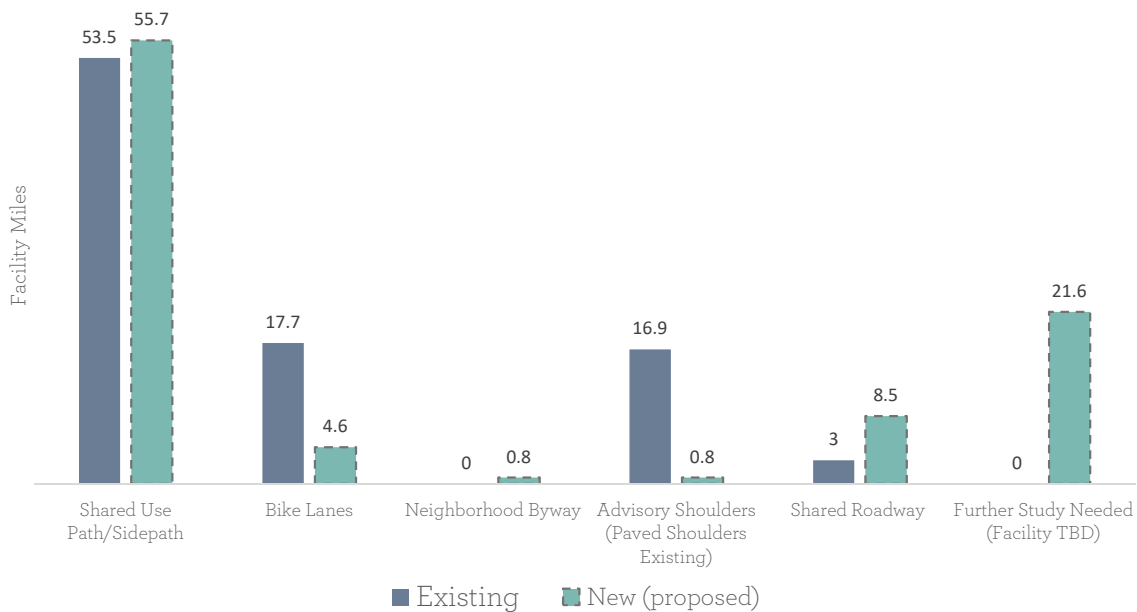
4. RECOMMENDATIONS

RECOMMENDATIONS OVERVIEW

The Summit County ATP proposes over 70 miles of active transportation infrastructure improvements, including the construction of new facilities and upgrades to existing facilities. Once implemented, the recommendations will contribute to an active transportation system that is safe, viable, and convenient for users of all ages and abilities.

Recommended improvements are organized into linear facilities and spot improvements. Recommended linear facilities include shared-use paths and sidepaths, bike lanes, neighborhood byways, shared roadways, advisory shoulders, and pedestrian stairway renovations. Spot improvements include grade-separated crossings, such as overcrossings and undercrossings.

Existing and Proposed Additional Bicycle Facilities*



*Mileage is approximate. Some proposed facilities are modifications to existing facilities either by routing or by type. Existing facilities and proposed facilities do not equal the bicycle network at full build-out.

RECOMMENDATIONS OVERVIEW

The Summit County ATP recommendations include a diverse assortment of spot improvements and linear improvements.

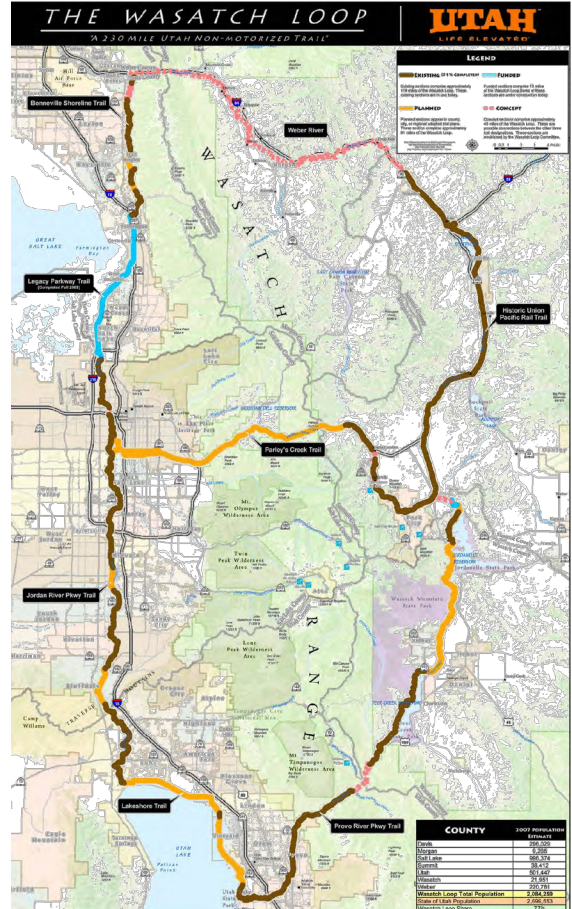
Rail Trail Enhancements

The Rail Trail is Summit County’s longest regional trail connecting Park City, the Snyderville Basin, Wanship, Hoytsville, and Coalville. While the Rail Trail currently functions as an important regional trail connection, future growth in the County will further reinforce its value as a potential active transportation commuting corridor. As such, the Summit County ATP recommends paving of the Rail Trail between Silver Creek and SR-248. Paving the Rail Trail would improve the trail’s commuting efficiency and year-round value. Additionally, consideration should be given to the Rail Trail’s long-term role in the region’s multimodal transportation network. Some jurisdictions across the County are now exploring regional trails as corridors for other low-speed modes such as electric shuttles, shared mobility (bike share or scooter share), or other developing transportation technology. Additional coordination with Utah State Parks, which owns and manages the Rail Trail, and thorough feasibility analysis would be necessary. Examples include the CV Link Trail (<http://www.coachellavalleylink.com>) in Coachella Valley, California.



Wasatch Loop and Trail Regional Connectivity

The Wasatch Loop is a 230-mile regional trail concept that has been considered by many jurisdictions along the Wasatch Front and Back. The vision includes creating a regional, non-motorized trail network that traverses up and down the Wasatch Front and Back from Layton to Provo with a mid-point trail connection in Parley’s Canyon. This idea incorporates many existing and planned trails such as the Jordan River Trail, the Utah Lakeshore Trail, the Provo River Trail, and the Rail Trail. The Summit County ATP advances the concept of the Wasatch Loop by extending the existing Rail Trail north beyond Echo to the Morgan County Line and by recommending a non-motorized trail connection south into Wasatch County. These two connections support the vision for the Wasatch Loop.



SR-224 Grade Separated Crossings

Safe crossing along SR-224 were one of the most frequent requests via the interactive map and the online survey. Although three locations have been identified as high-priority locations for grade-separated crossings further detailed engineering study and environmental clearance is required before a final location determination can be made. Based on an initial review of costs, conditions, and constraints, a phased approach will likely be needed for successful implementation. Summit County should consider development of a study, in close coordination with UDOT, that analyzes the feasibility of these crossings (and potentially others) to assess a variety of factors including but not limited to:

- Projected usage
- Safety
- Long-term maintenance
- Aesthetics
- Utility impacts
- Construction costs

SR-224 / Silver Springs Dr. (Blue roof): This potential crossing location could provide connectivity to Parley's Park Elementary School, the Millennium Trail, and the SR-224 trail.

SR-224 / Canyons Resort Drive: This location would connect to the Canyons Transit Center and the Canyons resort. A fatal pedestrian crash occurred at this location in 2011.

SR-224 / Old Ranch Road: A crossing here would improve connectivity to the Old Ranch Road sidepath and Willow Creek Park to the east.



Park City / Old Town Neighborhood Byways

Neighborhood byways are low-stress roadways with design features that prioritize bicycle and pedestrian travel. Neighborhood byways have been proposed on select streets through Old Town to provide comfortable, low-traffic connections. In addition, future streets could be designated as neighborhood byways through Park City's Old Town Circulation Study.

FACILITY TYPES

The following pages describe the general improvements and facility types recommended in the Summit County ATP.

LINEAR FACILITIES

Shared Use Path

Shared use paths are paved facilities that are wide enough to accommodate people walking, bicycling, roller blading, skateboarding, and using other active transportation modes. Shared use paths are physically separated from roadways, in their own right-of-way. Shared use paths can serve both transportation and recreation purposes. An example of a shared use path in Summit County is the McLeod Creek Trail.



Sidepath

Sidepaths are shared use paths that run parallel to a road in shared right-of-way. Sidepaths are similar to shared use paths but present additional challenges at roadway intersections. According to the *AASHTO Guide for the Development of Bicycle Facilities*, sidepaths are most appropriate on roadways with limited numbers of driveways and street crossings. The pathway along SR-224 is an example of a sidepath.



Bike Lanes

Bike lanes are portions of the roadway that have been designated by striping, signing, and pavement markings for preferential and exclusive use by bicyclists. Bike lanes are typically located on both sides of the road and carry bicyclists in the same direction as adjacent motor vehicle traffic. Bike lanes currently exist on Kearns Blvd.



Neighborhood Byways

Neighborhood Byways are low-stress roadways with design features that prioritize bicycle and pedestrian travel. They are typically implemented on local streets with existing low traffic speeds and volumes and include combinations of traffic calming measures, access management, and crossing treatments to enhance the bicyclist and pedestrian experience. Bicyclists and motor vehicles share the roadway on neighborhood byways, and operate at similar speeds. Separated facilities, such as sidewalks, may be necessary to safely accommodate pedestrians, depending on traffic speeds and volumes.



Advisory Shoulders

Advisory shoulders provide usable space for pedestrians and bicyclists to travel on two-way roads that lack a centerline and are otherwise too narrow to accommodate striped shoulders or dedicated bicycle or pedestrian facilities. Advisory shoulders are designated with dashed white lines to indicate the preferred travel space for non-motorized users. Motorists may move into the advisory shoulder when passing an on-coming vehicle, but only when no pedestrians or bicyclists are present.



Shared Roadways

Shared roadways are those in which bicycles and motor vehicles share travel lanes. They are typically designated with Shared Lane Markings (SLMs) or “sharrows” to indicate their shared nature to users. Shared roadways contribute to a complete active transportation network by creating connections on roadways where the existing right-of-way cannot accommodate separated bicycle facilities. Used appropriately, SLMs can help to legitimize the presence of bicyclists on the roadway, reinforce proper bicyclist positioning, and contribute to wayfinding.



Pedestrian Stairway Renovations

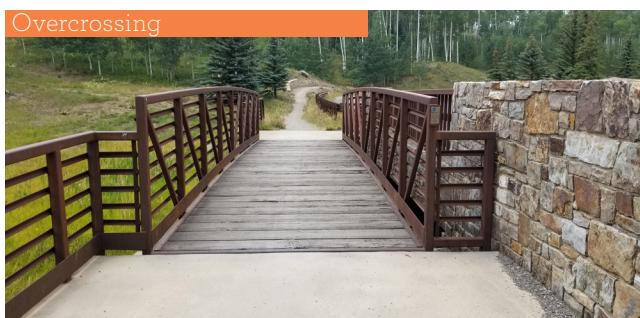
Park City possesses numerous pedestrian stairways following historic street rights of way throughout Old Town. These stairways provide convenient cut-throughs and promote access from lower elevations of town to Park City Municipal open space lands west of Main Street. Improvements could include stairway widening (to promote walking two-abreast), inclusion of bike runnels, pedestrian-scale lighting, wayfinding, landscaping, and public art. These corridors could serve as short greenways providing connectivity to Park Ave and Main Street. Other cities such as Pittsburgh, Cincinnati, and Seattle with developed pedestrian stairway networks have initiated rehabilitation efforts to restore and enhance these convenient pedestrian connections.



SPOT IMPROVEMENTS

Grade-Separated Crossings

There are two types of grade-separated crossings: overcrossings and undercrossings. An overcrossing is a crossing that passes over an obstacle at an elevated grade; an undercrossing is a crossing that passes under an obstacle at a submerged grade. Both allow for the uninterrupted movement of users in both directions.



RURAL FACILITIES

Transportation + Recreation

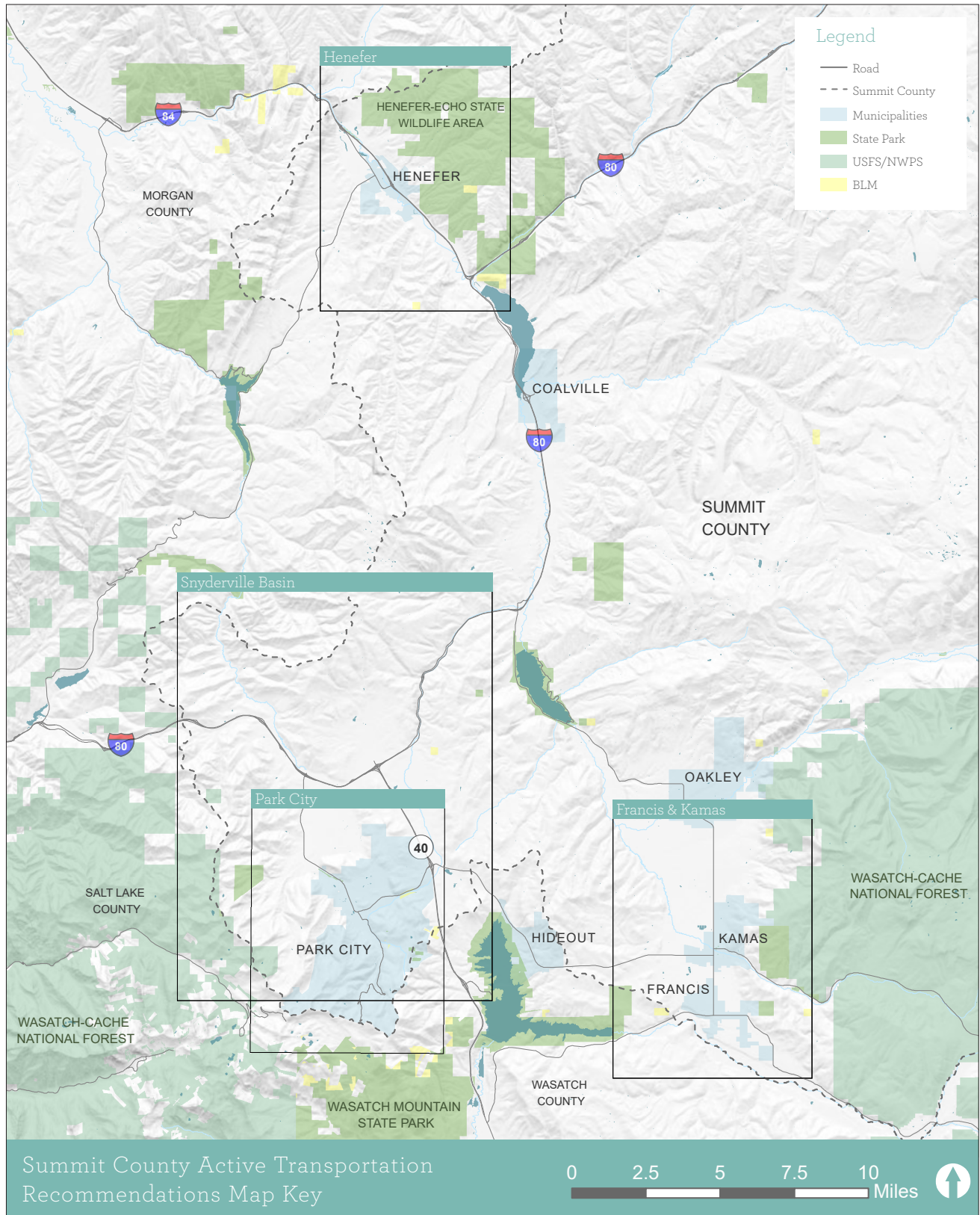
Part of the intent of the ATP is to identify facilities and upgrades that are potentially eligible for current funding programs. While transportation is the primary focus, upgrades will also naturally increase recreational opportunities. Conversely, in many of the more rural areas outside of the Snyderville Basin, there are various recreation-focused amenities that will also enable active transportation users. For example:

Francis city: Francis' city park, located near the intersection of SR-32 and SR-35 and directly adjacent to the municipal buildings, serves as a hub for civic activities and recreational road biking, with "trailhead" parking available. As the city center develops, adding secure bike parking, self-service repair tools, and a water bottle refill station would make the facility more attractive to both recreational users and to those wishing to traverse the adjoining neighborhoods by bicycle, on foot, or via some other active transportation mode.

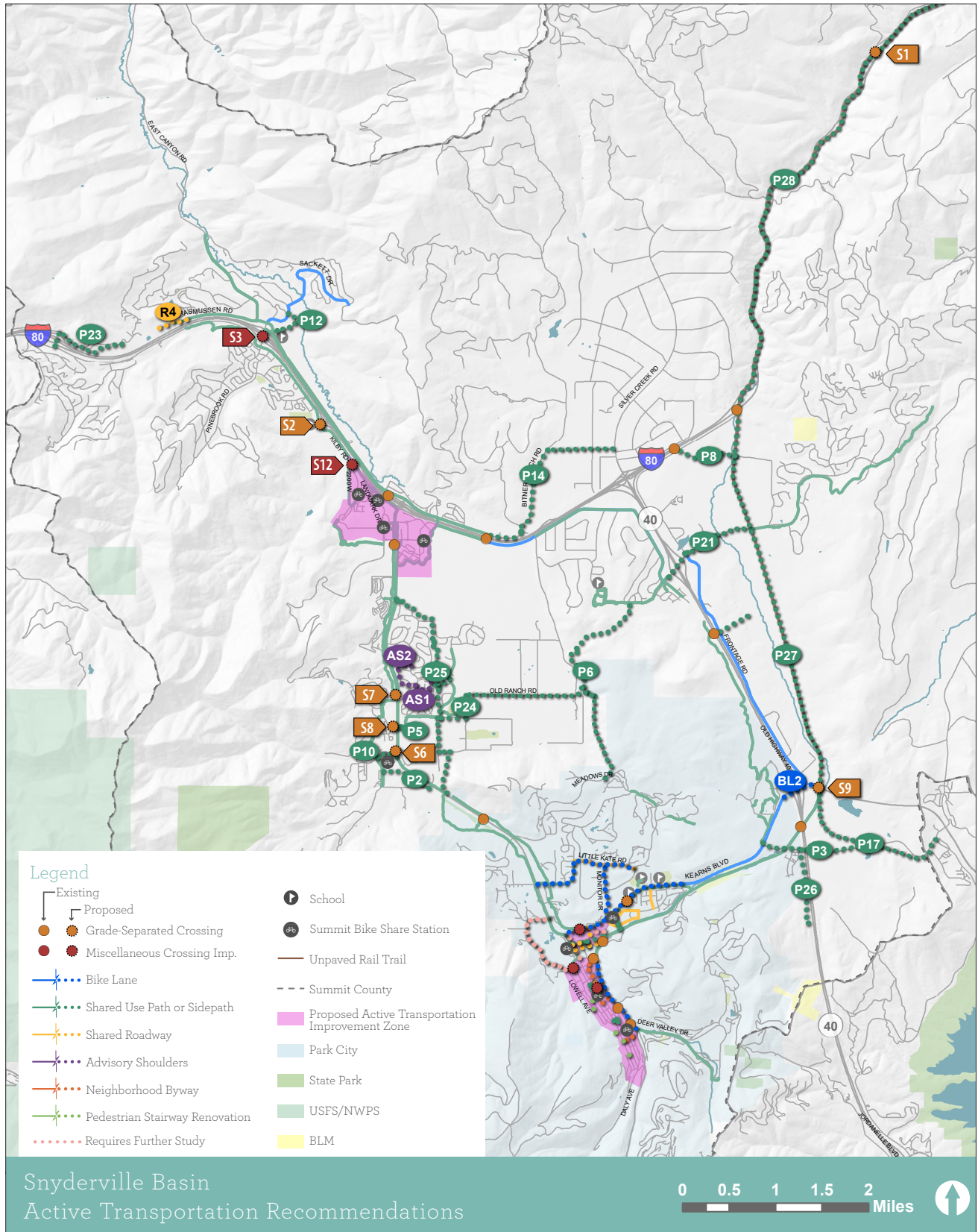
Henefer town: Add a shared use path along Main St./UT-86 to accommodate and protect bicycle, pedestrian, and other active uses, providing new recreational opportunity for residents and visitors, and supporting future active transportation.

Summit County Active Transportation Recommendations Map Key

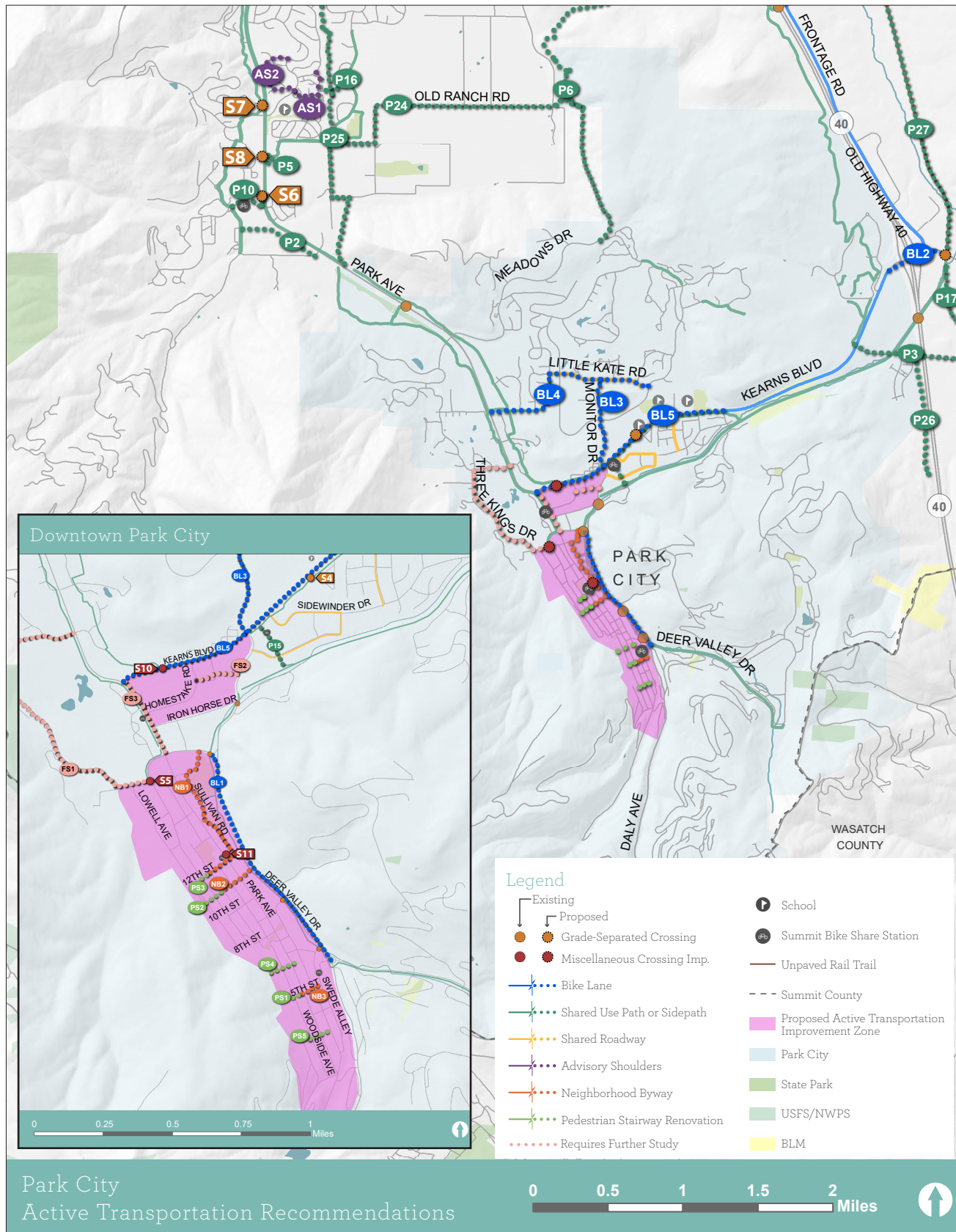
There are four maps that illustrate the active transportation recommendations for Summit County. This map displays the extents for the recommendations maps on pages 40 through 43.



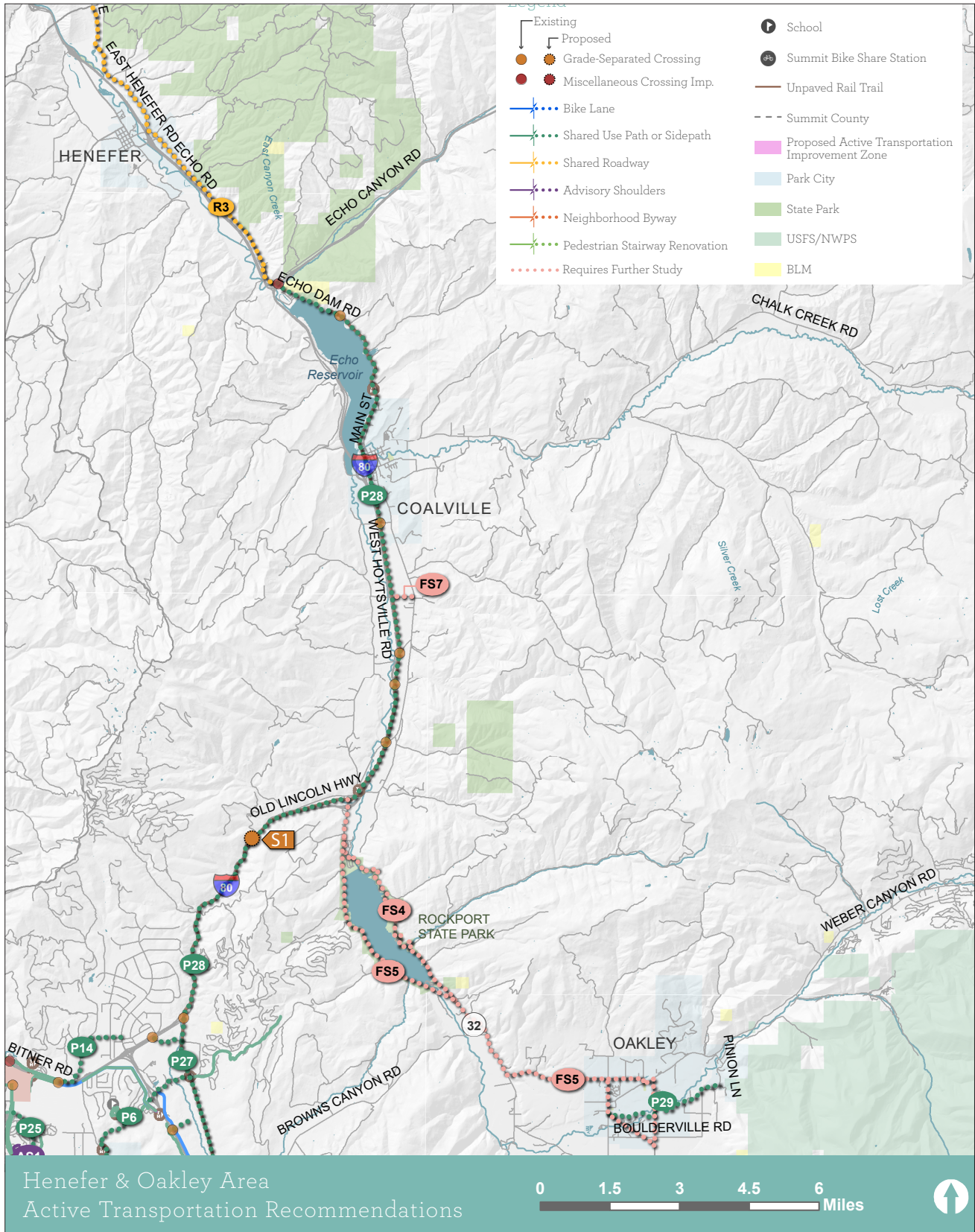
Snyderville Basin Active Transportation Recommendations



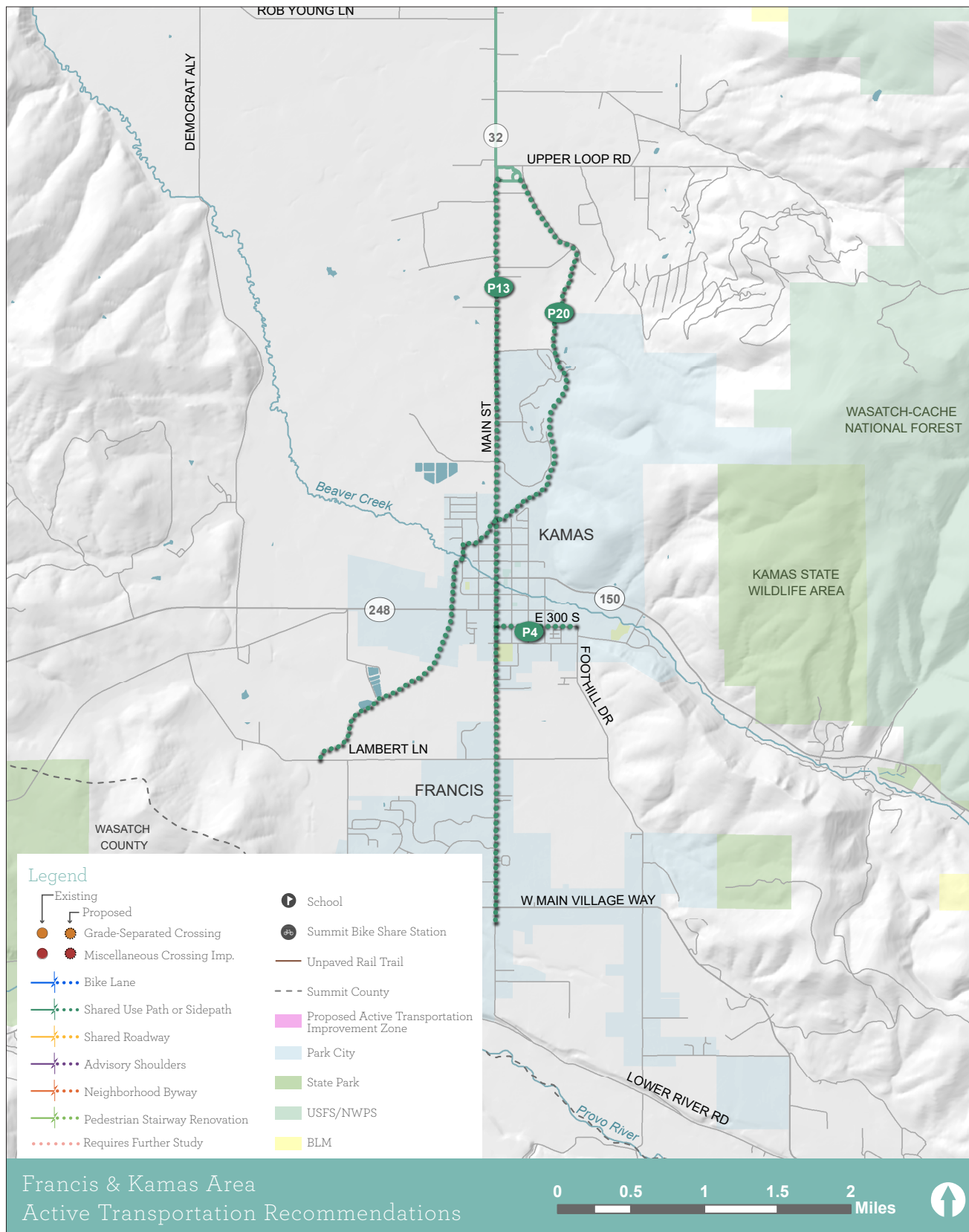
Park City Active Transportation Recommendations



Wanship / Henefer / Oakley Area Active Transportation Recommendations



Francis and Kamas Area Transportation Recommendations



Legend

- | | | |
|--------------------------|--------------------------------|---|
| Existing | Proposed | School |
| Grade-Separated Crossing | Miscellaneous Crossing Imp. | Summit Bike Share Station |
| Bike Lane | Shared Use Path or Sidepath | Unpaved Rail Trail |
| Shared Roadway | Advisory Shoulders | Summit County |
| Neighborhood Byway | Pedestrian Stairway Renovation | Proposed Active Transportation Improvement Zone |
| Requires Further Study | | Park City |
| | | State Park |
| | | USFS/NWPS |
| | | BLM |

Francis & Kamas Area
Active Transportation Recommendations

0 0.5 1 1.5 2 Miles



Summit County Active Transportation Linear Facility Recommendations

ID #	Improvement Name	Limit 1	Limit 2	Jurisdiction	Implementation Notes	Length (mi)
Advisory Shoulders						
AS1	Meadows Loop Road Advisory Shoulders	Silver Springs Rd	E Meadows Dr	Summit County	Provide 5.5' advisory shoulders / 15' two-way travel area; mark and sign as no parking; Alternative-construct sidewalks. Project supports Safe Routes to School.	0.3
AS2	W Springs Road Advisory Shoulders	Silver Springs Dr	Silver Springs Dr	Summit County	Stripe 5' advisory shoulders, 12' two way travel area.	0.5
Bike Lanes						
BL1	Deer Valley Complete Streets Improvements	Bonanza Dr	Marsac Ave	Park City	Provide uphill bike lane with downhill shared lane per recent Park City study of Deer Valley Dr.	0.9
BL2	SR-248 Bike Lanes - Segment 2	Existing Kearns Blvd Bike Lane	Historic Union Pacific Rail Trail	Summit County; Park City	Extend bike lanes along Kearns Blvd/ SR-248 through US 40 interchange to Rail Trail.	0.4
BL3	Monitor Dr Bike Lane	Little Kate Rd	Kearns Blvd	Park City	Stripe bike lane in existing shoulder. Supports Safe Routes to School and connects to planned bike share station at Park City Recreation Center.	0.6
BL4	Little Kate Road / Holiday Ranch Bike Lanes	Park Ave	Lucky John Dr	Park City	Stripe bike lane in existing shoulder.	1.3
BL5	SR-248 Bike/Pedestrian Improvements	Park Ave / SR-224	Wyatt Earp Way	Park City	Establish connection for existing SR-248 bike lanes to Park Ave. Consider striping bike lanes or pathway improvements.	1.4
Neighborhood Byways						
NB1	12th St / Sullivan Rd Neighborhood Byway	Empire Ave	Norfolk Ave	Park City	Incorporate shared lane markings, wayfinding, and traffic calming to create a comfortable bicycle and pedestrian experience along 12th St and Sullivan Rd linking City Park and the library while providing an alternative route to Park Ave.	0.6
NB2	11th St / Poison Creek Connection	Norfolk Ave	Deer Valley Dr	Park City	Incorporate shared lane markings and wayfinding signage to link the Crescent street stairway to the Poison Creek Trail.	0.1
NB3	5th St Neighborhood Byway	Park Ave	Swede Alley	Park City	Incorporate shared lane markings, paint markings for a pedestrian mixing zone, wayfinding, and intersection improvements to link the 5th Street stairway to Main Street, City Hall, and the Old Town Transit Center.	0.1

Summit County Active Transportation Linear Facility Recommendations (continued)

ID #	Improvement Name	Limit 1	Limit 2	Jurisdiction	Implementation Notes	Length (mi)
Pedestrian Stairway Renovation						
PS1	Pedestrian Stairway #1	Woodside Ave	Park Ave	Park City	Widen stairway to accommodate side by side walking. Include wayfinding, xeric landscaping, public art, bike runnels, and pedestrian crossing improvements at cross-streets (typical).	190 ft
PS2	Pedestrian Stairway #2	Lowell Blvd	Norfolk Ave	Park City		372 ft
PS3	Pedestrian Stairway #3	Empire Ave	Norfolk Ave	Park City		175 ft
PS4	Pedestrian Stairway #4	Woodside Ave	Main St	Park City		372 ft
PS5	Pedestrian Stairway #5	Existing Trail	Main St	Park City		574 ft
Shared Roadway						
R1	<i>Placeholder for future project</i>					
R2	<i>Placeholder for future project</i>					
R3	Rail Trail On-Street Extension- Echo Rd / Henefer Rd	N 6800 E	Echo Rd Rail Trail Extension	Summit County; Henefer	Extend the Rail Trail along Echo Rd and Henefer Rd to Morgan County line. Include bike route signage. Project supports the Wasatch Loop concept.	7.6
R4	Sunrise / Rasmussen Shared Roadway	Existing SUP	Existing Rasmussen Rd Sidepath	Summit County	On-street extension of the existing Rasmussen Trail. Include shared lane markings and wayfinding.	0.3
Shared-Use Paths and Sidepaths						
P1	Silver Quinn to Rail Trail Connector	Victory Hwy	Existing Trail (Silver Creek)	Summit County	Develop a shared use path connecting the Rail Trail to Silver Quinn Trail via the existing US 40 undercrossing.	0.3
P2	Millennium Trail Extension	White Pine Canyon Rd	White Pine Canyon Rd	Summit County	Develop a shared use path to fill the gap in the Millennium Trail between the Canyons Transit Center and the White Pine Canyon Rd / SR-224 intersection. Property acquisition or easement needed.	0.5
P3	Richardson Flat Rd	Kearns Blvd / SR-248	Rail Trail	Summit County; Park City	Develop a sidepath along Richardson Flat Rd to connect the existing sidepath at Kearns Blvd to the Rail Trail.	1.2
P4	300 S Sidepath	SR-32	Foothill Dr	Kamas	Develop a sidepath on 300 S in Kamas connecting SR-32 to South Summit Schools. Advisory shoulders could serve as an interim treatment.	0.6
P5	Canyons Resort Dr Sidepath	Existing SUP	Existing SUP	Summit County	Develop a sidepath from the potential Canyons overcrossing to the Millennium Trail.	0.1
P6	Round Valley Connector	Silver Summit Pkwy	Meadows Dr	Summit County; Park City	Develop a shared-use path through Round Valley connecting the trailhead on Silver Summit Pkwy to Park Meadows neighborhood.	2.5

Summit County Active Transportation Linear Facility Recommendations (continued)

ID #	Improvement Name	Limit 1	Limit 2	Jurisdiction	Implementation Notes	Length (mi)
P7	Echo Rd Rail Trail Extension	Echo Rd	Existing Rail Trail	Summit County	Extend the Rail Trail across the existing trestle at I-80 and connect to existing Rail Trail. Supports the Wasatch Loop concept.	1.4
P8	Silver Gate Dr Sidepath	Pace Frontage Rd	Existing Rail Trail	Summit County	Develop a sidepath along Silver Gate Dr. to the existing Rail Trail.	0.7
P9	<i>Placeholder for future project</i>					
P10	Millennium Trail Connector	Frostwood Dr	Existing SUP	Summit County	Develop a sidepath along Canyons Resort Dr connecting the Millennium Trail to SR-224 and proposed crossing.	0.3
P11	<i>Placeholder for future project</i>					
P12	Bluebird Lane Sidepath	Rasmussen Rd	Homestead Rd	Summit County	Develop a sidepath along Bluebird Ln that links to Homestead Rd and facilitates easier pick-up and drop-off from Jeremy Ranch Elementary. Project supports Safe Routes to School.	0.4
P13	SR-32 Pathway	Existing SUP in Oakley	Existing Unknown Rd	Summit County; Oakley, Kamas; Francis	Develop a shared use path along the east side of SR-32 from Oakley to Francis.	5.1
P14	Bitner Rd to Silver Creek Rd	Bitner Rd	Silver Creek Rd	Summit County	Develop a sidepath along Bitner Rd linking the existing end of the sidepath into Silver Creek Rd along the future road connection.	2.0
P15	Prospector Rail Trail Connections	Kearns Blvd	Rail Trail	Park City	Develop a shared use path connection to facilitate connectivity from Prospector Square to the Rail Trail.	0.2
P16	Ptarmigan Ct Connector	Ptarmigan Ct	Split Rail Ln	Summit County	Develop a shared-use path along the existing soft surface trail connecting Ptarmigan Ct to the Split Rail Ln sidepath. Project supports Safe Routes to School.	0.2
P17	Rail Trail to Wasatch County	Existing Trail	W Jordanelle Pkwy	Summit County	Develop a shared-use path from the existing Rail Trail crossing at SR-248 to Wasatch County.	1.7
P18	<i>Placeholder for future project</i>					
P19	<i>Placeholder for future project</i>					
P20	Canal Trail	Existing SUP in Oakley	W Lambert Ln	Summit County; Kamas	Potential alternative to SR-32 pathway. Coordinate and obtain approval from Provo River Water Users Association.	5.1

Summit County Active Transportation Linear Facility Recommendations (continued)

ID #	Improvement Name	Limit 1	Limit 2	Jurisdiction	Implementation Notes	Length (mi)
P21	Silver Summit Pkwy Sidepath	Existing SUP	Rail Trail	Summit County	Develop a sidepath along Silver Summit Pkwy from the existing path terminus west of the US 40 interchange to the Rail Trail.	1.1
P22	<i>Placeholder for future project</i>					
P23	Parleys - Summit Park Path	Kilby Rd	Existing SUP	Summit County	Extend the shared-use path from where it ends at Parleys Ln west to the Parley's Summit interchange. Connect across the interchange to the existing Kilby Rd path.	0.9
P24	Old Ranch Rd Sidepath	Split Rail Ln	Proposed Round Valley Connector	Summit County	Develop a sidepath along Old Ranch Rd connecting Willow Creek Park to Round Valley Open Space.	1.9
P25	McCleod Creek / Willow Creek Loop / SR-224 Trail	SR-224	Creek Cr	Summit County	Pave the existing McCleod Creek Trail, Willow Creek Loop, and East SR-224 Trail.	2.6
P26	US 40 Path to Wasatch County	Proposed Paved Trail to Rail Trail	Wasatch County	Park City	Develop a shared-use path along the west side of the US 40 ROW to provide regional trail connectivity to Wasatch County and support the concept of the Wasatch Loop Trail.	0.8
P27	Rail Trail Pavement Upgrade #1	Richardson Flat Rd	Silver Gate Dr	Summit County	Pave the existing Rail Trail between SR-248 and Silver Gate Dr. Provide 2' gravel shoulders for users desiring a softer surface. Investigate the long-term feasibility of transforming the Rail Trail into a low-speed multimodal corridor.	3.7
P28	Rail Trail Pavement Upgrade #2	Existing Rail Trail	Silver Gate Dr	Summit County	Pave the existing Rail Trail.	18.9
P29	Oakley Recreational Trail Connector	N SR-32	Pinion Ln	Summit County	Consider the development of a paved, or ADA accessible trail connecting Stevens Grove, Oakley Recreation Complex, Stevens Nature Preserve, and Oakley flow trails. Land acquisition and environmental permitting may be necessary.	2.9
Requires Further Study						
FS1	Three Kings / Thaynes Canyon / Silver King Connector	Park Ave	Empire Ave	Park City	Consider developing a sidepath or advisory shoulders along Thaynes Canyon Dr, Three Kings Dr, and Silver King Dr.	1.1

Summit County Active Transportation Linear Facility Recommendations (continued)

ID #	Improvement Name	Limit 1	Limit 2	Jurisdiction	Implementation Notes	Length (mi)
FS2	Munchkin Rd Complete Streets Improvements	Homestake Rd	Bonanza Rd	Park City	Incorporate Complete Streets principles into future extension and redesign of Munchkin Rd.	0.2
FS3	Park Ave Complete Street Improvements	Kearns Blvd	Empire Ave	Park City	Explore development of a sidepath along the east side of Park Ave.	0.3
FS4	Rockport State Park Alternative	Lakeside Dr	SR-32	Summit County	Consider developing an active transportation corridor through Rockport State Park linking Peoa to Wanship. Improvements could include advisory shoulders, shared roadways, or shared-use paths. Coordinate with UDOT, Utah State Parks, and Summit County.	5.6
FS5	SR-32 Active Transportation Corridor	I-80	Existing SR-32 Trail	Summit County; Oakley	Develop an active transportation facility along SR-32. Facility could range from a bike-able shoulder to a sidepath. Consider off-corridor alternate routes through Rockport State Park and through Oakley. Coordinate with UDOT and Summit County.	11.8
FS6	Oakley SR-32 Alternate	W N Bench Rd	Existing SR-32 Trail	Oakley	Consider development of an active transportation route through Oakley on rural, low-volume roads. Facilities could include advisory shoulders or signed bike routes connecting to the existing SR-32 Trail. Coordinate with UDOT, Oakley, and Summit County.	2.6
FS7	Creamery Lane Active Transportation Improvements	Rail Trail	Hoytsville Rd	Hoytsville	When warranted by new development implement pedestrian and bicycle treatments as part of upgrades to Creamery Lane to connect to the Rail Trail.	0.5

Summit County Active Transportation Improvement Zones Recommendations

Improvement Name	Location	Jurisdiction	Implementation Notes
Complete Streets Improvement Zones			
Kimball Junction Complete Streets Improvement Zone	Kimball Junction	Summit County	Coordinate with Summit County Community Development to improve active transportation connections through development processes and targeted infrastructure improvements. Consider requiring pedestrian-friendly block lengths, enhanced street design standards, revised parking standards, mobility hubs, and wayfinding.
Cultural District Complete Streets Improvement Zone	Cultural District	Park City	Improve active transportation connections throughout the planned Park City Cultural District. Consider requiring pedestrian-friendly block lengths, enhanced street design standards, revised parking standards, mobility hubs, and wayfinding.

Summit County Active Transportation Improvement Zones Recommendations (continued)

Improvement Name	Location	Jurisdiction	Implementation Notes
Old Town Complete Streets Improvement Zone	Old Town Park City	Park City	In conjunction with the planned Old Town Circulation Study, seek to identify numerous active transportation improvements including additional neighborhood byway opportunities, wayfinding, improved connectivity to the Poison Creek Trail, and other supportive action transportation projects.

Summit County Active Transportation Spot Recommendations

ID #	Improvement Name	Type	Location	Jurisdiction	Implementation Notes
S1	Blue Sky bridge to Rail Trail	Overcrossing	Blue Sky Rd parking lot	Summit County	Provide a bridge across the creek from the Rail Trail to the Blue Sky parking lot.
S2	Ecker Hill Park-n-Ride Pedestrian Underpass	Underpass	Adjacent to Park-n-Ride	Summit County	Complete undercrossing as part of planned park-n-ride project.
S3	I-80 / Jeremy Ranch Interchange improvements	Miscellaneous	I-80 and Pinebrook Blvd	Summit County	Planned interchange improvement to include roundabouts and trail undercrossings connecting Rasmussen to Kilby Road. Provide rectangular rapid flashing beacons (RRFBs) for at-grade pedestrian crossing to the trails and limit number of lanes on roundabout approaches to a single lane where volumes allow.
S4	Kearns Blvd Undercrossing	Undercrossing	Park City High School	Park City	Planned undercrossing to connect Park City High School across Kearns Blvd
S5	Silver King Dr Intersection Improvements	Miscellaneous	Empire Ave	Park City	Planned improvements at Silver King Dr / Empire Ave. Follow best practices for bicycle and pedestrian accommodation.
S6	SR-224 Overcrossing (Canyons Resort Dr)	Overcrossing	North of Canyons Resort Rd	Summit County	Complete overcrossing at SR-224 and Canyons Resort Dr. Connects adjacent neighborhoods to the Canyons Transit Hub.
S7	SR-224 Overcrossing Blue Roof	Overcrossing	North of Silver Springs Dr	Summit County	Complete overcrossing connecting the Millenium Trail to the SR-224 Trail and Parley's Park Elementary.
S8	SR-224 Undercrossing (Old Ranch Road)	Undercrossing	North of Old Ranch Rd	Summit County	Complete an undercrossing at SR-224 and Old Ranch Road.
S9	SR-248 / Rail Trail Underpass	Underpass	East of Hwy 40	Summit County	Replace existing at-grade Rail Trail crossing with underpass
S10	Snow Creek / SR-248 Crossing	Planned crossing improvement	Snow Creek / SR-248	Park City	Explore pedestrian crossing improvements
S11	Library Crosswalk Improvements	Mid-block crossing	Park Ave	Park City	Mid-block crossing, high visibility, RRFB, explore artistic pavement treatments
S12	Transit	Miscellaneous	Kilby Rd	Summit County	Add a paved pedestrian connection from the Outlet Trail along Kilby Rd to the nearby transit shelter

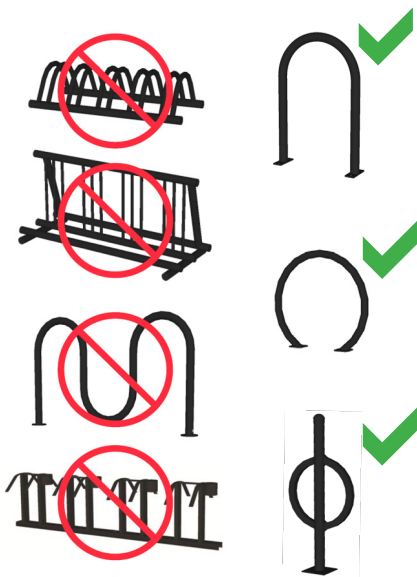
POLICY RECOMMENDATIONS

BICYCLE PARKING

People may ride bicycles more frequently if secure bicycle parking is provided at destinations. However, many destinations and businesses in Summit County currently lack bicycle parking. Park City requires bicycle parking be provided with new development, but Summit County lacks a similar provision.

To increase bicycle parking, Summit County should establish a bicycle parking requirement. The Association of Pedestrian and Bicycle Professionals’ (APBP) second edition of the *Bicycle Parking Guidelines* (2010) is a useful resource for developing such an ordinance and includes recommendations for bike parking capacities based on land use. APBP’s *Essentials of Bike Parking* (2015) also provides guidance on the selection, type, and installation of bicycle parking.

Summit County jurisdictions should also consider adopting a “Request-A-Rack” program to help address unmet demand for bicycle parking in developed areas. Such programs allow people to identify locations where they would like parking facilities to be installed. This may take the form of a web page where users can place pins on map. The Salt Lake City Request-A-Rack program is a [simple online request form](#).



COMPLETE STREETS

Complete Streets are streets that are safe, comfortable, and convenient for all types of users. They present a balance among travel modes, so that people have a reasonable choice between walking, bicycling, or driving. Jurisdictions across the country have adopted Complete Streets policies to guide roadway design and establish standards that reflect Complete Street principles. Summit County should consider adopting a Complete Streets policy to promote a consistent approach to street design that will endure changes in administrations. In addition to standard design elements, such a policy should meet national accessibility standards. Park City should consider bolstering its existing Complete Streets policy by adopting state-of-the-practice design guidance (such as NACTO) or by developing an internal city-specific design guide.

SHARED MICRO-MOBILITY ORDINANCES

With the launch of Summit Bike Share and the proliferation of private scooter-share and bike-share vendors in the Wasatch Front; and in response to public comment, Summit County has prohibited private scooter share vendors from operating in unincorporated sections of the County (Ordinance 898).

Since 2017, cities have seen the rise of new direct-to-consumer business models providing a range of shared mobility options, specifically dock-less bike share, dock-less e-bike share, and dock-less e-scooter share. While these modes can, in some cases, coexist with established docked and hybrid systems and with other competing providers, jurisdictions have identified the value of closely managing the use of the public right-of-way and setting clear standards for entry to the local market and performance measures that align with jurisdiction goals. This protects existing investments and prioritizes the intended outcomes established by the jurisdiction.

As this market evolves, Summit County should evaluate if micro-mobility vendors can serve a role in providing Summit County residents with high quality transportation options. Potential policy changes should seek to create a permitting process and administrative structure that ensures any new transportation options

accessing sidewalks and curbs do so in a way that provides a documented value to the community. This value can come in many forms, such as:

- Revenue from permitting fees (ex. Aurora, CO dock-less bike share program)
- Revenue from usage fees (ex. Portland, OR's scooter pilot program)
- Increased equity of transportation access (like St. Louis, MO dock-less pilot program)
- Increased access to transit (like Monrovia, CA shared mobility transit subsidy)

For examples of policies established in cities with existing public bike share programs, see: Denver, CO; Austin, TX; and Charlotte, NC.

MODIFY DEVELOPMENT STANDARDS TO IMPROVE PEDESTRIAN CONNECTIVITY



Summit County and its jurisdictions could implement a number of development requirements to improve the pedestrian connectivity of future developments. These could include requirements such as:

- Requiring pedestrian-friendly block lengths
- Limiting the use of cul-de-sacs, or requiring pedestrian connectivity through the ends of cul-de-sacs
- Requiring the submittal of a pedestrian circulation plan as part of the development plan process to better identify barriers to pedestrian connectivity
- Street connectivity standards that require a certain number of intersections per roadway segments

WINTER MAINTENANCE

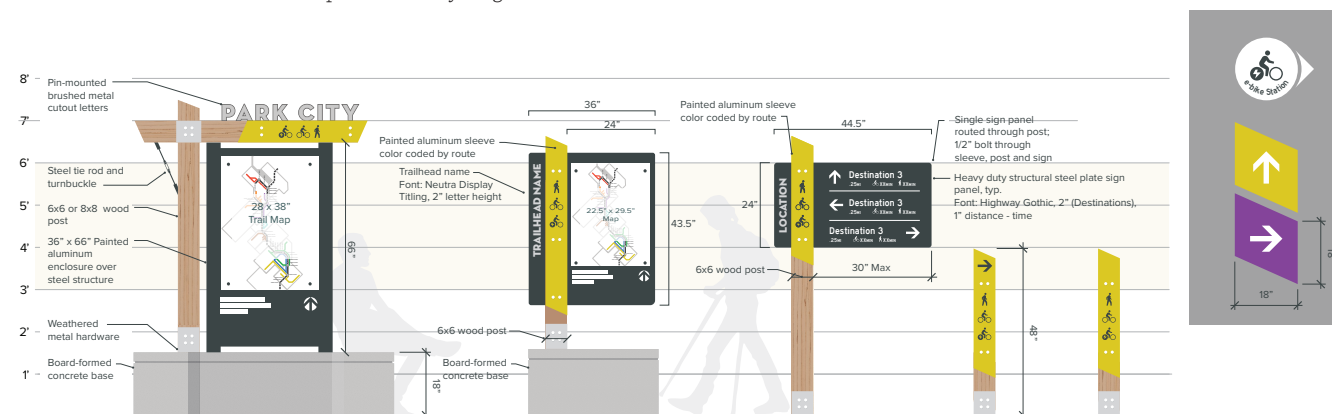


Winter maintenance is a critical consideration in providing a usable, year-round active transportation system for Summit County residents and visitors. Summit County should adopt a policy that provides guidance and best practices for plowing, de-icing, and prioritizing winter maintenance activities along key active transportation connections. Priority corridors should also be coordinated between jurisdictions to promote consistent conditions across jurisdictional boundaries.

Reference: <http://www.advocacyadvance.org/docs/Maintenance.pdf>

UNIFIED WAYFINDING PROGRAM

Development of a complete wayfinding system for Summit County's bikeways and trails could publicize and facilitate use of the regional bicycle and pedestrian network. Wayfinding signage provides destination, direction, and distance information to bicyclists and pedestrians navigating through the County. Wayfinding signs can also be coupled with kiosks at major destinations that highlight bikeways, ideal walking routes, bike parking locations, and nearby points of interest. Summit County, Snyderville Basin Special Recreation District, and Park City have partnered on the design and installation of an initial trail wayfinding system. Future expansion of this concept would include wayfinding signage for on-street bikeways and pedestrian wayfinding for commercial districts.





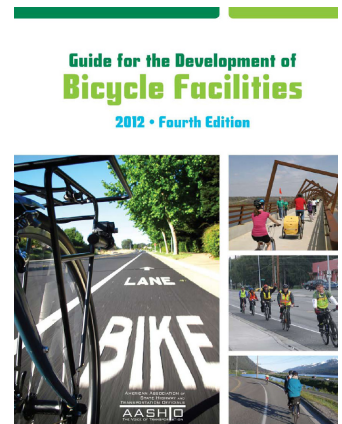
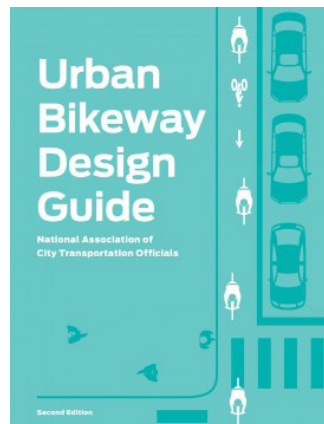
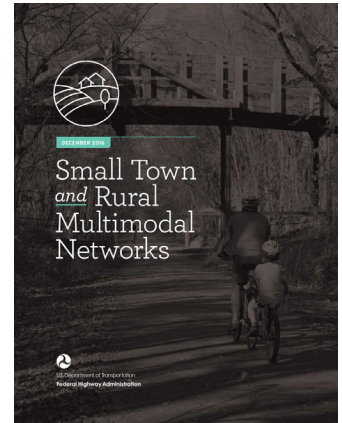
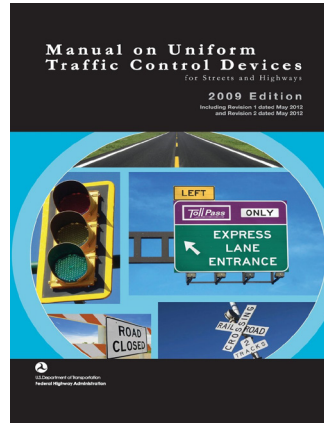
5. DESIGN RECOMMENDATIONS

OVERVIEW

Walking and bicycling are important for people to move about their neighborhoods and the broader Summit County community. Pedestrian and bicycle facilities that are carefully designed, sited, constructed, and maintained will promote community mobility, community health, and reduces the need for single occupancy vehicle use on local road systems. The following section contains design guidance for facility types set forth in this document. It is anticipated that this information will be updated and supplemented as new facility types are developed and technical requirements evolve through needs and experience.

The following standards and guidelines are referenced within:

- The Federal Highway Administration’s (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)* defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic
- *FHWA’s Small Town and Rural Multimodal Networks (2016)* document is a design resource and idea book to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities
- The American Association of State Highway and Transportation Officials’ (AASHTO) *A Policy on Geometric Design of Highways and Streets* (2018) commonly referred to as the “Green Book,” contains the current design research and practices for highway and street geometric design
- *The AASHTO Guide for the Development of Bicycle Facilities (2012)* provides guidance on dimensions, use, and layout of specific bicycle facilities
- *The National Association of City Transportation Officials’ (NACTO) Urban Bikeway Design Guide* (2014) includes nationally recognized bikeway design standards and offers guidance on the current state of the practice designs



In addition to the documents above, the following pedestrian design guidance documents should be consulted when designing pedestrian facilities within Summit County:

- *Pedestrians First: Tools for a Walkable City*, Institute for Transportation and Development Policy
- *AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004)*

SHARED USE PATH

A shared use path provides a travel area separate from motorized traffic for pedestrians, bicyclists, skaters, wheelchair users, joggers, and other users. Shared use paths are desirable for bicyclists of all skill levels preferring separation from traffic. Shared use paths should generally provide directional travel opportunities not provided by existing roadways.

Typical Application

- Shared use paths are typically located in independent rights of way, separate from roadways
- In utility corridors, such as power line and sewer corridors
- In waterway corridors such as along ditches, canals, rivers, and creeks

Design Features

- Recommended 12' width to accommodate moderate usage (200 - 1000 users per day). Minimum 8' width for low volume (less than 50 users per day).
- A 2' or greater shoulder on both sides of the path should be provided free of obstacles. An additional foot of lateral clearance, for a total of 3', is required by the MUTCD for the installation of signage or other furnishings.
- Standard clearance to overhead obstructions should be 10'
- Running slopes should be kept below 5%

Further Considerations

- Under most conditions, centerline markings are not necessary. Centerline markings should only be used if necessary for clarifying user positioning or preferred operating procedure.
- In instances with blind curves, painting a solid yellow line with directional arrows reduces the risk of head-on collisions.
- Small scale signs should be used in path environments. See "shared use path" sign sizes in MUTCD Table 9B-1.
- Terminate the path where it is easily accessible to and from the street system, preferably at a trailhead, controlled intersection, or at the beginning of a dead-end street.
- Use of bollards should be avoided when possible. If bollards are used at intersections and access points, they should be colored brightly and/or supplemented with reflective materials to be visible at night.



SIDEPATH

A sidepath is a bidirectional shared use path located adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain community character.

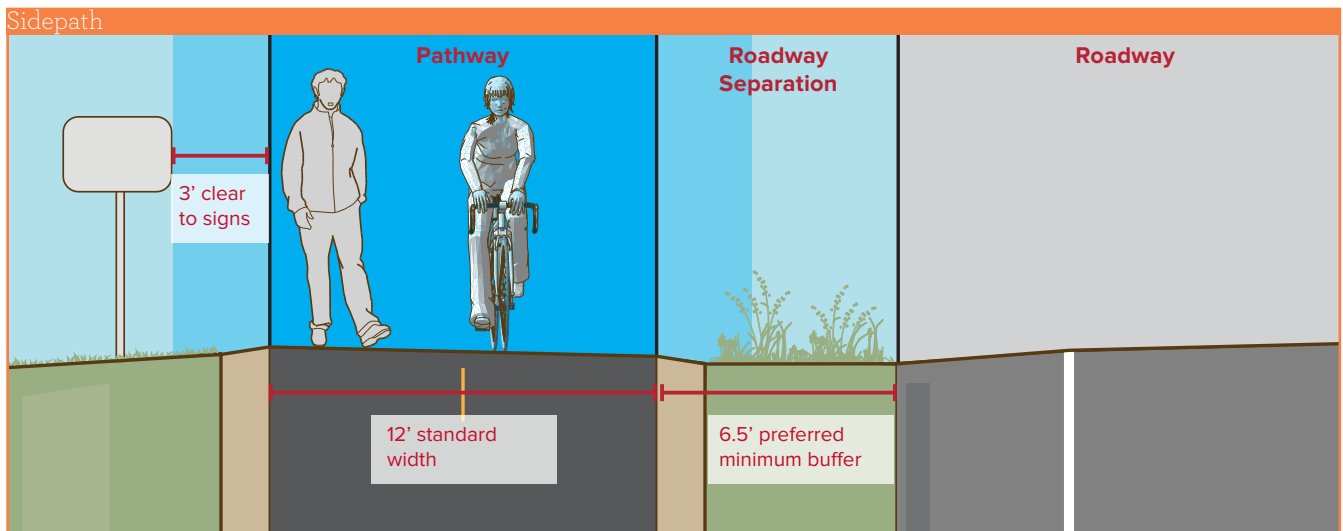
Alignment Considerations

Although paths in independent rights-of-way are preferred, sidepaths may be considered where one or more of the following conditions exist:

- The adjacent roadway has relatively high-volume and high-speed motor vehicle traffic that might discourage many bicyclists from riding on the roadway
- To provide continuity between existing segments of shared use paths
- For use near schools and neighborhoods, where bicyclists may desire increased separation of bikes and vehicles

Design Features

- Asphalt or concrete is the standard paving material for sidepaths. Shoulders are typically unpaved.
- Standard shared use path width is 12', which is suitable for heavy use with high concentrations of multiple user types. Minimum width of a sidepath is 10'.
- The preferred roadway separation width is 6.5' - 16.5' with an absolute minimum separation width of 5'
- A 2' or greater shoulder on both sides of the path should be provided free of obstacles. An additional foot of lateral clearance, for a total of 3', is required by the MUTCD for the installation of signage or other furnishings.
- It is important to keep approaches to intersections and major driveways clear of obstructions due to parked vehicles, shrubs, and signs on public or private property
- Maximum cross slope of 2%. Design for a 1.5% cross slope to account for tolerance in construction.
- Running slopes should be below 5%, however, because sidepaths are located within a roadway right of way, the running slope may match the general grade established for the adjacent roadway



BICYCLE LANES

On-street bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located directly adjacent to motor vehicle travel lanes and is used in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane.

Typical Application

- Bike lanes may be used on any street with adequate space, but are most effective on streets with moderate traffic volumes $\geq 6,000$ ADT ($\geq 3,000$ preferred).
- Bike lanes are most appropriate on streets with moderate speeds ≥ 25 mph
- Appropriate for skilled adult riders on most streets
- May be appropriate for children when configured as 6+ foot wide lanes on lower-speed, lower-volume streets with one lane in each direction

Design Features

- Mark inside line with 6" stripe. Mark 4" parking lane line or "Ts".
- Include a bicycle lane marking at the beginning of blocks and at regular intervals along the route
- 6' width preferred adjacent to on-street parking, (5' min.)
- 5'-6' preferred adjacent to curb and gutter (4' min.) or 4' more than the gutter pan width

Optional Features

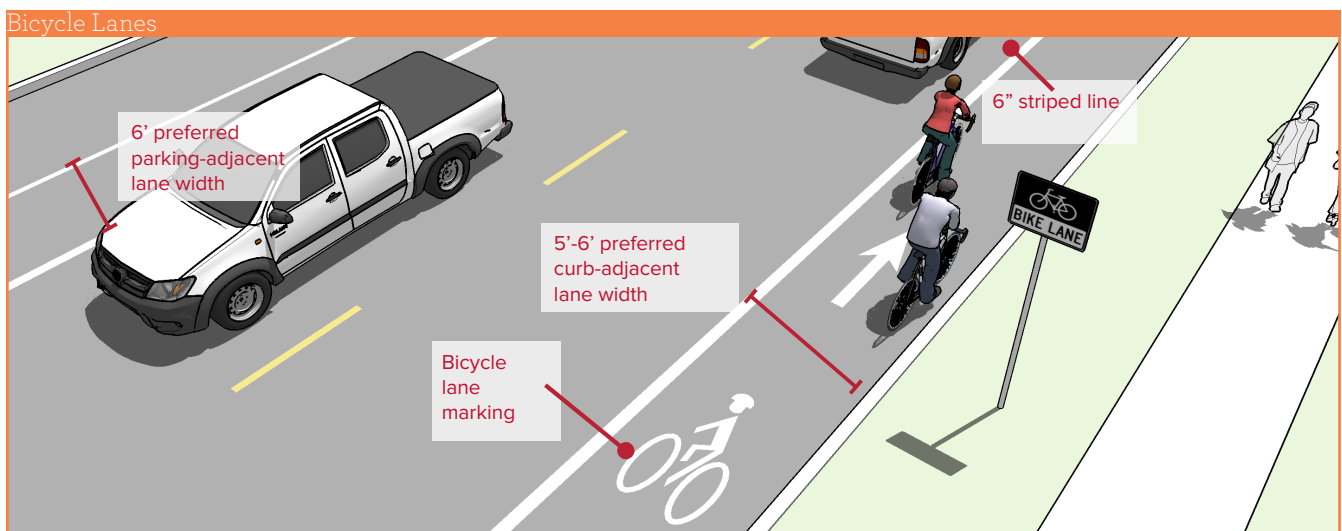
- A striped buffer area can be added to the travel lane or parking lane side to create a buffered bike lane
- A physical, vertical buffer can also be added between the bike lane and the travel lane to create a separated bike lane. A variety of configurations may be used to create physical separation between the bike lane and travel lanes including on-street parking, curbs, or delineator posts.



Buffered bike lane



Separated bike lane



PEDESTRIAN STAIRWAY RENOVATION

Stairways can provide useful and important connections for pedestrians and even cyclists while being safe and convenient. Bike channels on stairs, also referred to as “runnels”, are small channels along a stairway that allows cyclists to roll a bike up or down the stairway. Wider stairways would also facilitate walking two-abreast.

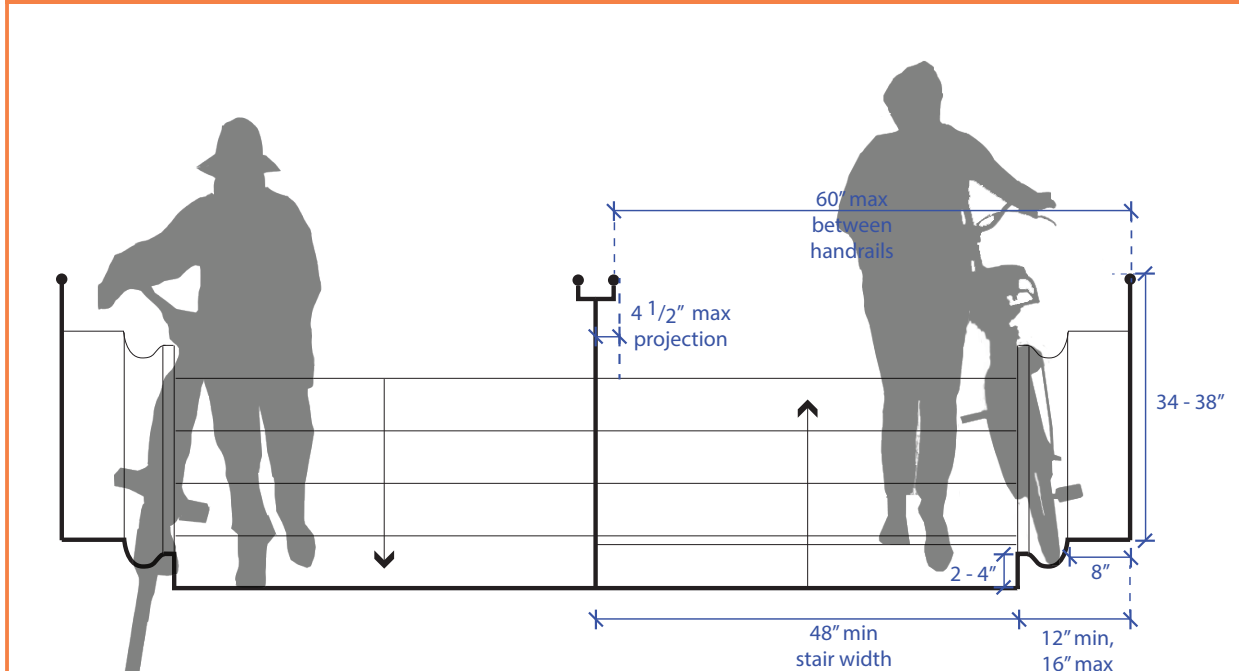
Design Features

- **Low stair slope:** 25% slope for stairs with runnels
- **Transition:** The runnel should extend the entire stairway; without this, when ascending, bike must be lifted. When descending, the bike will abruptly drop off runnel
- **Runnel Profile:** a curved, U or V profile rather than flat to help hold the wheel, while helping to maintain control and balance
- **Adequate setbacks:** 6.5” (min) setback from wall or handrail is necessary
- **Usable:** Stairs should be usable by people walking up and down the stairs. Stairs should have runnels on both sides or a central runnel with two profiles.

Optional Features

- **Pedestrian-scale lighting:** Better lighting would improve the usability of the stairways during twilight and evening hours. Fixtures should be bollard-style or pedestrian-scale with cut-off fixtures so as not to generate light pollution for adjacent uses.
- **Wayfinding:** Wayfinding improvements could identify nearby destinations accessible via the stairway network while bring attention to these corridors.
- **Landscaping and public art:** Landscape improvements and public art could celebrate these corridors as community places. Low maintenance plant material should be specified and should comply with Crime Prevention Through Environmental Design (CPTED) principles for defensible space.

Bike Runnel Dimensions



NEIGHBORHOOD BYWAYS

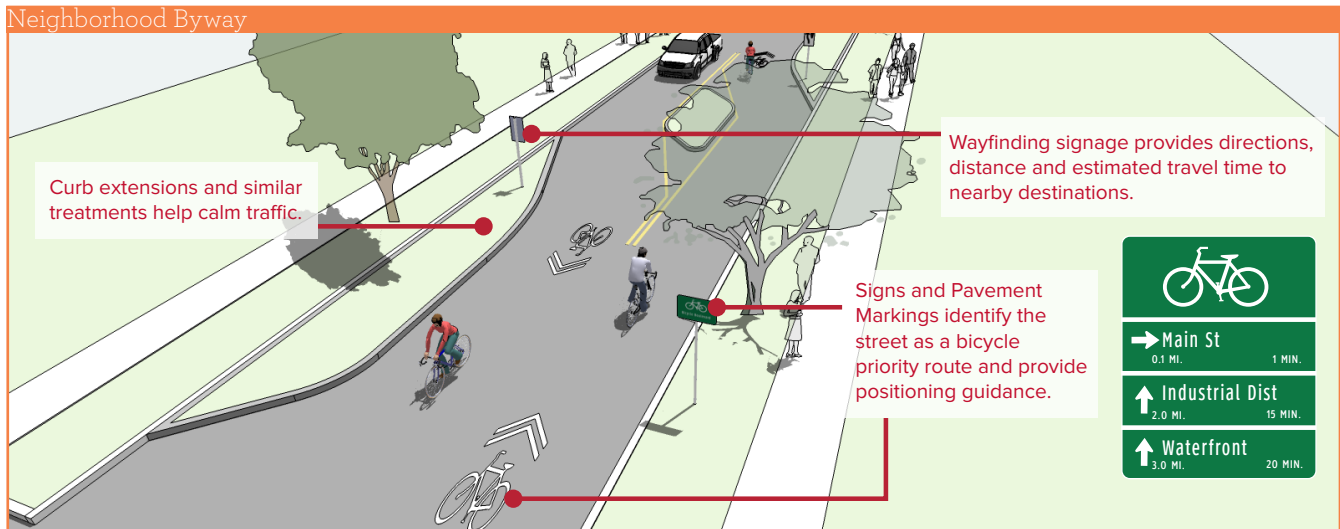
Neighborhood byways are low-volume, low-speed streets modified to enhance bicyclist and pedestrian comfort by using treatments such as signage, pavement markings, traffic calming and/or traffic reduction, and intersection modifications. These treatments allow through movements of bicyclists and pedestrians while discouraging similar through-trips by non-local motorized traffic.

Typical application

- Parallel with and in close proximity to major thoroughfares (1/4 mile or less)
- Follow a desire line for bicycle travel that is ideally long and relatively continuous
- Avoid alignments with excessive zigzag or circuitous routing. The bikeway should have less than 10% out of direction travel compared to shortest path of primary corridor.
- Streets with travel speeds at 25 mph or less and with traffic volumes of fewer than 3,000 vehicles per day. These conditions should either exist or be established with traffic calming measures.

Design Features

- Signs and shared lane markings are the minimum treatments necessary to designate a street as a neighborhood byway
- Neighborhood byway should have a maximum posted speed of 25 mph. Use traffic calming to maintain an 85th percentile speed below 22 mph.
- Implement volume control treatments based on the context of the neighborhood byway, using engineering judgment. Target motor vehicle volumes range from 1,000 to 3,000 vehicles per day.
- Intersection crossings should be designed to enhance safety and minimize delay for bicyclists



SHARED ROADWAY

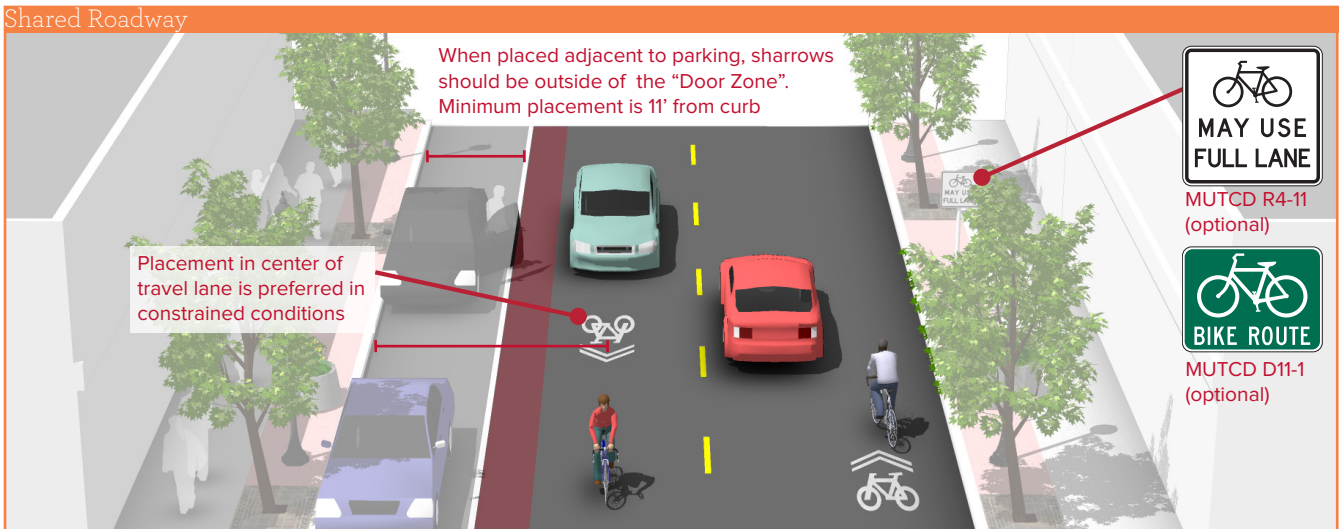
Shared roadways (or Bike Routes) are roadways without dedicated bicycle facilities that include Shared Lane Marking stencils and wayfinding signage as additional treatments. The stencil can serve a number of purposes, such as making motorists aware of the need to share the road with bicyclists, showing bicyclists the direction of travel, and, with proper placement, reminding bicyclists to bike further from parked cars to prevent “dooring” collisions.

Typical Application

- Shared lane markings are not appropriate on paved shoulders or in bike lanes, and should not be used on roadways that have a speed limit above 35 mph
- Shared Lane Markings pair well with “Bikes May Use Full Lane” signs
- Shared lane markings may also be used on steep downhill sections of roadway where there is only room for a bike lane in the uphill direction such as Deer Valley Drive

Design Features

- When placed adjacent to parking, sharrows should be outside of the “door zone”. Minimum placement is 11’ from curb.
- When placed on streets without parking, sharrows should be placed 4’ on center from the curb line
- Placement in center of the travel lane is preferred in constrained conditions
- Markings should be placed immediately after intersections and spaced at 250’ intervals thereafter
- Consider modifications to signal timing to induce a bicycle-friendly travel speed for all users



ADVISORY SHOULDERS

Roads with advisory shoulders accommodate low to moderate volumes of two-way motor vehicle traffic and provide a prioritized space for bicyclists and pedestrians with little or no widening of the paved roadway surface.

Typical Application

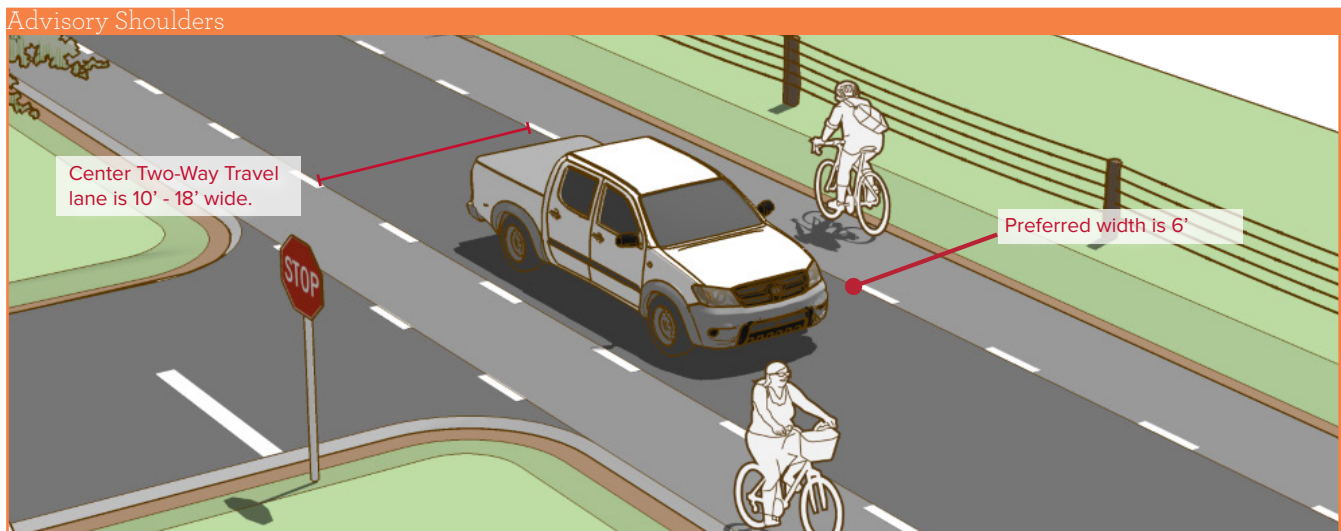
- Most appropriate on streets where motor vehicle traffic volumes are low-moderate (3,000-4,500 ADT), and where there is insufficient room for conventional shoulders or bike lanes. If on-street parking is present, parking lanes should be highly utilized or occupied with curb extensions to separate the parking lane from the advisory bike lane.
- Advisory bike lanes are a type of shared roadway that clarify operating positions for bicyclists, occasional pedestrians, and motorists to minimize conflicts and increase comfort. Similar in appearance to bike lanes, advisory bike lanes are distinct in that they are temporarily shared with motor vehicles during turning, approaching, and passing.
- Advisory shoulders are delineated by dotted white lines, separated from a narrow two-way automobile travel area. The automobile zone should be configured narrowly enough so that two cars cannot pass each other in both directions without crossing the advisory lane line. Motorists may only enter the advisory shoulder zone when no bicycles or pedestrians are present. Motorists must overtake bicyclists and pedestrians with caution due to potential oncoming traffic.
- Functions well within rural and small town traffic contexts

Design Features

- Advisory shoulder width of 5' (minimum)-6' (preferred)
- The automobile zone should be configured narrowly enough so that two cars cannot pass each other in both directions without crossing the advisory lane line. Minimum two-way travel lane width of 10', maximum width of 18'.
- No centerline on roadway

Further Considerations

- This treatment is under experimentation with FHWA, called “dashed bicycle lanes” (FHWA 2016). On federally funded projects, new designs, devices, or applications not covered in or not in compliance with the MUTCD should seek approval for experimentation and study. Section 1A.10 of the MUTCD describes the process of submitting a Request to Experiment. This involves approval by FHWA and follow-up evaluation and communication as to a treatment’s effectiveness.
- Consider the use of colored pavement within the shoulder area to discourage unnecessary encroachment by motorists or parked vehicles
- It is important to consider the needs of various road users when implementing an advisory shoulder. Required passing widths for truck or emergency vehicles should be considered on routes where such vehicles are anticipated.
- Pair advisory shoulder implementation with coordinated education campaign to explain to motorists and bicyclists how to properly use the facility.



GRADE-SEPARATED CROSSINGS

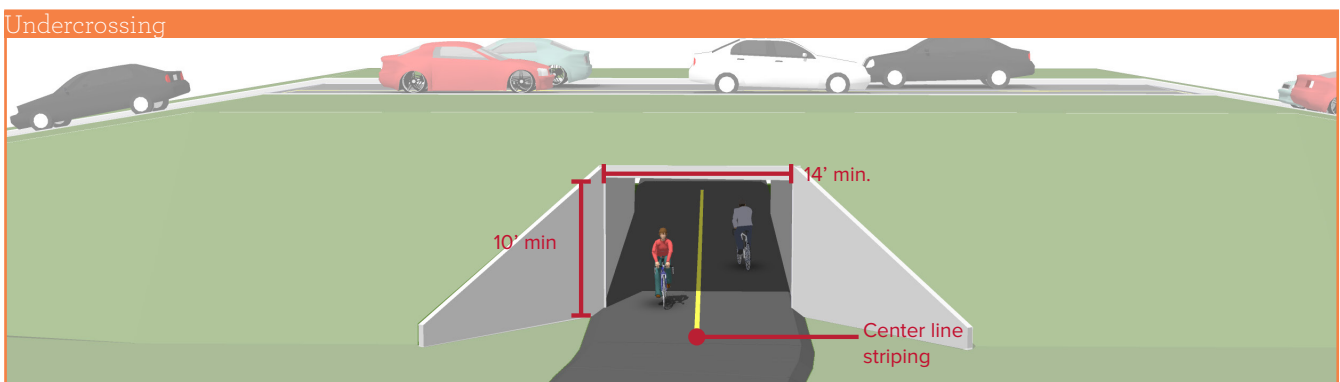
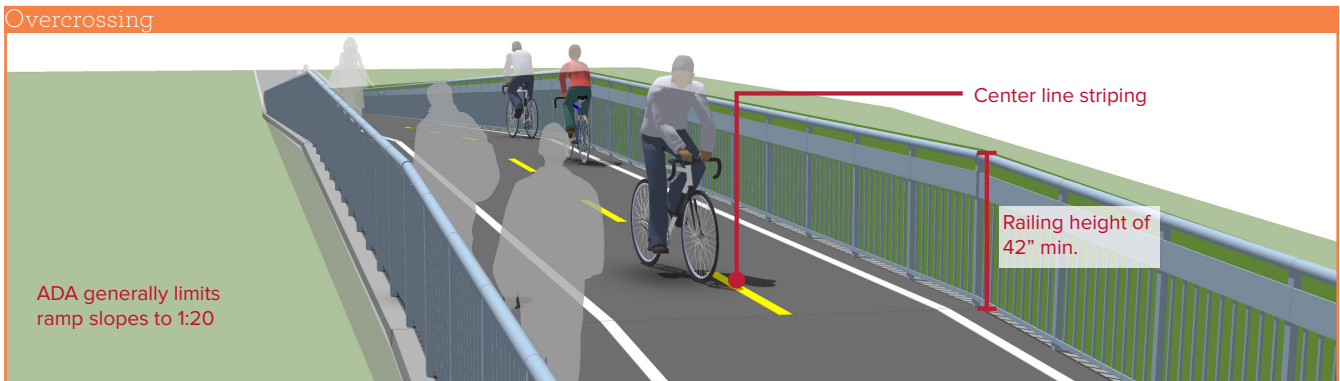
Grade-separated crossings provide critical non-motorized system links by joining areas separated by barriers such as railroads, waterways, and highway corridors. In most cases, these structures are built in response to user demand for safe crossings where they previously did not exist. There are no minimum roadway characteristics for considering grade separation. Depending on the type of facility or the desired user group, grade separation may be considered in many types of projects.

Typical Application

- Where shared-use paths cross high-speed and high-volume roadways where an at-grade signalized crossing is not feasible or desired, or where crossing railways or waterways.

Design Features

- Overcrossings require a minimum of 17 feet of vertical clearance to the roadway below versus a minimum elevation differential of around 12 feet for an undercrossing. This can result in greater elevation differences and much longer ramps for bicycles and pedestrians to negotiate. Overcrossings for bicycles and pedestrians typically fall under the Americans with Disabilities Act (ADA), which strictly limits ramp slopes to 5% (1:20) with landings at 400 foot intervals, or 8.33% (1:12) with landings every 30 feet.
- Overcrossings should be at least 8 feet wide with 14 feet preferred and additional width provided at scenic viewpoints
- Undercrossings should be designed at minimum 10' height and 14' width
- To mitigate safety concerns, an undercrossing should be designed to be spacious and well lit



SIDEPATH CROSSINGS

Sidepaths provide a high degree of comfort on long uninterrupted roadway segments, but have operational and safety concerns at driveways and intersections with secondary streets. Crossings should be designed to promote awareness, lower speeds, and facilitate proper yielding of motorists to bicyclists and pedestrians.

Typical Application

- At controlled and uncontrolled sidepath crossings of driveways or minor streets.
- Used to provide for visibility and awareness of the crossing by motorist in advance of the crossing.
- Increases the predictability of sidepath and road user behavior through clear, unambiguous right of way priority.

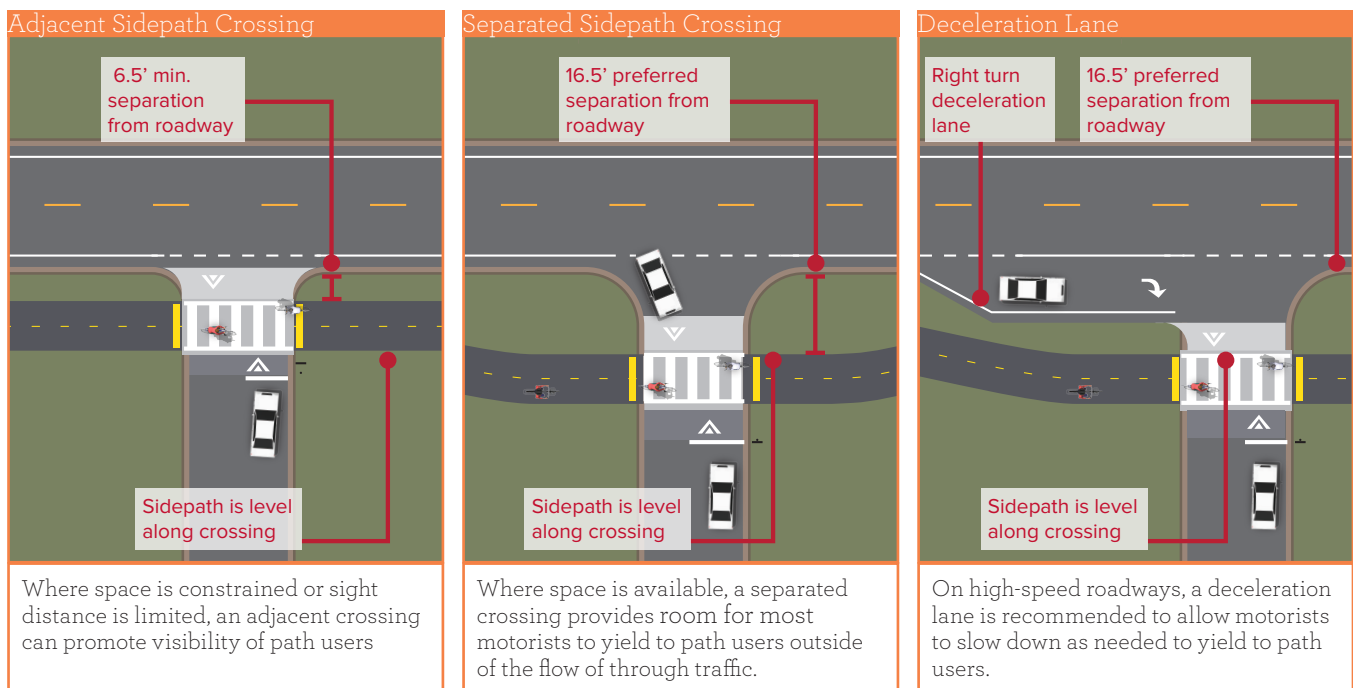
Design Features

- The sidepath should be given the same priority as the parallel roadway at all crossings.
- Provide clear sight triangles for all approaches of the crossing.

- Maintain physical separation to the crossing of 6.5 to 25 feet. As speeds on the parallel roadway increase, so does the preference for wider separation distance.
- Configure crossings with raised speed table and median safety island where possible.

Further Considerations

- Sidepaths running for long distances in suburban areas with many driveways or street crossings can create operational concerns. See the figure below for potential conflicts associated with sidepath crossings.
- Along roadways, these facilities create a situation where a portion of the bicycle traffic rides against the normal flow of motor vehicle traffic and can result in wrong-way riding where bicyclists enter or leave the path.



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A landscape photograph of a vineyard. In the foreground, a dark asphalt path curves through the vines. The vines are mostly bare, with some green leaves visible. In the background, there are rolling hills and a mountain peak with patches of snow under a cloudy sky. A large, semi-transparent teal rectangle is centered on the page, containing the section header. The rectangle has white L-shaped corner brackets in the top-left and bottom-right corners.

6. COST ESTIMATES AND FUNDING SOURCES

OVERVIEW

Implementation of the proposed bicycle and pedestrian system will often require coordination between multiple agencies, with funding coming from federal, state, regional, and local sources. To facilitate this effort, this section presents a brief, planning-level analysis of project cost estimates and outlines different funding sources and strategies.

Cost Estimates

The cost estimates in the table on page 66 in the Summit County ATP give planning-level estimates for each project type in the proposed system, including linear bicycle and pedestrian facilities and spot improvements, such as crossings. The estimates are derived from industry standards and labor and material costs from similar projects in Utah and the United States. They do not include costs related to inflation, permitting, environmental impacts, engineering, design, bidding services, mobilization, traffic control, land acquisition, or any other contingencies.

Funding Sources

Many funding sources are potentially available at the federal, state, regional, and local levels for Summit County to implement projects in the Summit County ATP. The majority of non-local public funds for bicycle and pedestrian projects are derived through a core group of federal and state programs. Federal funds from the Surface Transportation Block Grant Program (STBGP) are allocated to UDOT and Mountainland Association of Governments (MAG) and distributed by these agencies proportional to population, allowing funding to get to as many different types of communities as possible. The tables on the following pages provide a list of funding sources that may be applicable to projects identified in the Summit County ATP. Most of these sources are competitive and require applications. For multi-agency projects, applications may be more successful if prepared jointly with other local and regional agencies.

Summit County should also take advantage of private contributions, if appropriate, in developing the proposed system. This could include a variety of resources, such

as volunteer or in-kind labor during construction, right-of-way donations, outreach, planning and design, or monetary donations towards specific improvements.

Additionally, the County and/or individual municipalities should develop a dedicated local funding source for active transportation improvements through a general fund allocation, which will be sustainable funding that can be used to leverage other sources as well as develop projects. In addition to these funds, active transportation projects can be funded through a variety of measures at the local level: bonds financing, special improvement districts, or specified local sales taxes.

PROJECT COST ESTIMATES

Facility Types	Unit	Unit Cost	Notes
Advisory Shoulders	LF	\$1.40	
4" skipped white stripe - paint	LF	\$0.20	both directions
Symbol - paint	EACH	\$30	spaced every 300'; includes one each direction
Sign	EACH	\$300	spaced every 600'; includes one each direction
Neighborhood Byways	LF	\$1.56	
Shared Lane Marking - thermoplastic	EACH	\$424	spaced every 200'; includes one each direction
Regulatory/Warning Sign	EACH	\$600	spaced every 600'; includes one each direction
Pedestrian Stairway Renovation	LF	\$700	
Cast-in-place concrete stairway	LF	\$300	
Landscaping, lighting, wayfinding	LF	\$ 400	10' landscape edge
Shared Roadway	LF	\$1.24	
Shared Lane Marking - thermoplastic	EACH	\$60	spaced every 250'; includes one each direction
Regulatory/Warning Sign	EACH	\$600	spaced every 600'; includes one each direction
Shared-Use Path, Sidepath			
12' path, 2' shoulders - asphalt	LF	\$200	
12' path, 2' shoulders - concrete	LF	\$260	
Standard Bike Lane	LF	\$1.70	
4" white stripe - paint	LF	\$0.50	both directions
Bike Lane symbol - paint	EACH	\$60	spaced every 300'; includes one each direction
Bike Lane sign	EACH	\$600	spaced every 600'; includes one each direction
Trail Overcrossing/Bridge	LF	\$3,500	
Trail Undercrossing	n/a	Varies	Varies per site constraints, utilities, etc...

Costs are estimated at a planning level. On-street bikeways assume proposed facilities can fit within the existing curb-to-curb cross section and do not require relocation of curb and gutter or pavement widening. Estimated costs do not include engineering, permitting, mobilization, or removal of existing pavement striping.

FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
FAST ACT	<p>In Utah, federal monies are administered through the Utah Department of Transportation (UDOT) and Council of Governments (COG) or Metropolitan Planning Organizations (MPOs). Most, but not all, of these programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system.</p> <p>There are a number of programs identified within the Fixing America’s Surface Transportation Act (FAST Act) that are applicable to pedestrian and bicycle projects. These programs are discussed below.</p>	<p>http://www.fhwa.dot.gov/map21/summaryinfo.cfm</p>
TRANSPORTATION ALTERNATIVES	<p>The FAST Act recently replaced the former Transportation Alternatives Program (TAP) with set-aside funds under the Surface Transportation Block Grant Program (STBG). For administrative purposes, the Federal Highway Administration (FHWA) refers to these funds as TA Set-Aside. Projects eligible for TA Set-Aside funds include on- and off-road active transportation facilities, improvements to non-driver access to transit, recreational trails, and safe routes to school.</p>	<p>TAP fact sheet: https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm</p> <p>STBG fact sheet: https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm</p> <p>Typical Application Deadline: Selection occurs every other year, currently on hold</p> <p>Typical Local Match: 20%</p>
SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)	<p>The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program. The STGB promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Eligible projects include all prior STP eligibilities; additional eligibilities can be found on FHWA’s website using the link at right. the Mountainland Association of Governments (MAG) and the State are responsible for distributing these funds, which are allocated by FHWA.</p>	<p>https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm</p> <p>Typical Application Deadline: Pending re-authorization</p> <p>Typical Local Match: 20%</p>

FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
<p>RECREATIONAL TRAILS</p>	<p>TA funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.</p> <p>Recreational Trails Program funds may be used for:</p> <ul style="list-style-type: none"> • Maintenance and restoration of existing trails • Purchase and lease of trail construction and maintenance equipment • Construction of new trails, including unpaved trails • Acquisition or easements of property for trails • State administrative costs related to this program (limited to 7% of a state’s funds) • Operation of educational programs to promote safety and environmental protection related to trails (limited to 5% of a state’s funds) • Grant applications are typically due in April each year. 	<p>https://stateparks.utah.gov/resources/grants/recreational-trails-program/</p> <p>Typical Application Deadline: May 1, annually</p> <p>Typical Local Match: 50/50 sponsor match</p>
<p>HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)</p>	<p>HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Pedestrian and bicycle safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state’s Strategic Highway Safety Plan (SHSP).</p>	<p>For information specific to HSIP in the state of Utah, visit https://www.udot.utah.gov/main/f?p=100:p-g:0:::1:T,V:2933,</p> <p>Typical Application Deadline: Ongoing</p> <p>Typical Local Match: 10%</p>
<p>CENTERS FOR DISEASE CONTROL AND PREVENTION GRANTS (CDC)</p>	<p>The CDC provides funding opportunities for several different organization and jurisdiction types that can potentially support pedestrian and bicycle infrastructure, planning or other support programs.</p>	<p>https://www.cdc.gov/grants/</p> <p>Typical Application Deadline: Varies</p> <p>Typical Local Match: Varies</p>

FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
<p>RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM</p>	<p>The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program providing technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based on criteria including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. This program may benefit trail development in the region indirectly through technical assistance, particularly for community organizations, but should not be considered a future capital funding source.</p>	<p>https://www.nps.gov/orgs/rtca/apply.htm</p> <p>Typical Application Deadline: June 30, annually</p>
<p>COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG)</p>	<p>The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may “use Community Development Block Grants funds for activities that include (but are not limited to): acquiring real property, reconstructing or rehabilitating housing and other property, building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities, paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs.”</p> <p>Trails and greenway projects that enhance accessibility are the best fit for this funding source. CDBG funds could also be used to create an ADA Transition Plan. States designate CDBG funds to “entitlement communities” – generally major cities with more than 50,000 people – and “non-entitlement communities”.</p>	<p>https://www.hud.gov/program_offices/comm_planning/communitydevelopment/programs</p> <p>Typical Application Deadline: Mandatory “How to Apply” workshops held annually in October/ November</p>
<p>LAND AND WATER CONSERVATION FUND</p>	<p>The Land and Water Conservation Fund (LWCF) provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. Funds can be used for right-of-way acquisition and construction. The program is administered by Utah State Parks as a grant program. Any projects located in future parks could benefit from planning and land acquisition funding through the LWCF. Funding is also available for new parks, and trail corridor acquisition can be funded with LWCF grants as well.</p>	<p>https://www.nps.gov/subjects/lwcf/stateside.htm</p> <p>Typical Application Deadline: Spring, annually</p> <p>Typical Local Match: 50/50 match</p>

FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
EPA GREEN INFRASTRUCTURE GRANTS	The EPA offers a number of grant resources that serve to improve clean water in communities such as the EPA Clean Water State Revolving Fund, EPA Clean Water Act Non point Source Grant and EPA Community Action for a Renewed Environment (CARE) Grants.	<p>More information on these and other funding sources can be found through the EPA’s website:</p> <p>https://www.epa.gov/green-infrastructure/green-infrastructure-funding-opportunities</p>
ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES	Section 5310 of the FAST ACT – Enhanced Mobility of Seniors and Individuals with Disabilities provides capital and operating costs to provide transportation services and facility improvements that exceed those required by the Americans with Disabilities Act. Examples of pedestrian/accessibility projects funded in other rural communities include installing Accessible Pedestrian Signals (APS), enhancing transit stops to improve accessibility, and establishing regional one-click systems. In Utah, 5310 funding is competitive and relatively limited.	<p>https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310</p> <p>Typical Application Deadline: Ongoing</p> <p>Typical Local Match: 20% minimum</p>
ADDITIONAL FTA FUNDING SOURCES FOR BIKE/PED INFRASTRUCTURE	Most Federal Transit Administration (FTA) funding can be used to fund pedestrian and bicycle projects “that enhance or are related to public transportation facilities.”	

UTAH STATE FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
CLASS B & C ROAD FUNDS	Class B & C roads are all public roads which are not state or federal roads. Funds are generated from a combination of state fuel taxes, registration fees, driver license fees, and other revenue sources. County roads are financed by Class B funds, while roads owned by incorporated municipalities are financed by Class C funds. Enhancement of traffic and pedestrian safety, including sidewalks, safety features, signals, and bicycle facilities are examples of permissible uses of these funds.	Regulations Governing Class B & C Road Funds: https://www.udot.utah.gov/main/uconowner.gf?n=200310271140132
SAFE ROUTES TO SCHOOL (SRTS) & SAFE ROUTES UTAH	The SRTS and Safe Routes Utah programs are sources of funding for education, enforcement, evaluations, and infrastructure improvements (e.g. sidewalks, bike parking, etc.) that encourage elementary and middle school students to walk or bike to school. UDOT administers these programs using Federal Surface Transportation Block Grant Set-Aside funds and Highway Safety Improvement Program funds.	https://www.udot.utah.gov/main/f?p=100:p-g:0:::TV:1388 Typical Application Deadline: July, annually Typical Local Match: 25%
FEDERAL LANDS ACCESS PROGRAM (FLAP)	The FLAP program funds improvement to transportation facilities that provide access to Federal lands. These funds supplement State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Administered by the State, funds are allocated based on road mileage, number of bridges, land area, and visitation. Projects are selected by a Programming Decision Committee (PDC) established in each state.	https://flh.fhwa.dot.gov/programs/flap/ut/ Typical Application Deadline: Varies; next call for projects is September 2019 Typical Local Match: 6.77%
SAFE SIDEWALK PROGRAM	The legislature of the State of Utah has recognized the need for adequate sidewalk and pedestrian safety devices. State policy declares that “pedestrian safety” considerations shall be included in all State highway engineering and planning for all projects where pedestrian traffic would be a significant factor. The Safe Sidewalks Program provides a legislative funding source for construction of new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction of the route, at that location, is not planned for ten or more years.	https://www.udot.utah.gov/main/f?p=100:p-g:0:::1TV:583 Typical Application Deadline: September, annually Typical Local Match: 25%

UTAH STATE FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
<p>UDOT MAINTENANCE PROGRAM</p>	<p>UDOT's routine street resurfacing can be used as an opportunity to add bikeways or buffers to existing facilities. This option does not require additional funding.</p>	<p>FHWA's March 2016 publication on using routine resurfacing projects to implement bike facilities: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf</p>
<p>UTAH OUTDOOR RECREATION GRANT</p>	<p>The Utah Outdoor Recreation Grant is intended to improve recreational opportunities through the construction of trails, pathways, and other recreational amenities. The program is administered through the Governor's Office of Economic Development. Grant awards in 2019 may range from \$5,000 to \$250,000. A 50% match is required however 25% of the total grant award may be provided through in-kind services.</p>	<p>https://business.utah.gov/uorg/</p> <p>Typical Application Deadline: February, annually</p> <p>Typical Local Match: 50%</p>
<p>UDOT TRANSPORTATION INVESTMENT FUNDS (TIF)</p>	<p>Transportation investment funds are a relatively new funding source for active transportation projects in Utah. The program, created in 2005, has traditionally funded roadway capacity projects, however in 2018 the passage of SB 72 added standalone active transportation projects as an approved project type. Active transportation projects should help mitigate congestion and be included in an active transportation plan approved by UDOT. Projects require a 40% non-state match and can be used for design, construction, or maintenance of TIF-constructed facilities.</p>	<p>https://wfrc.org/PublicInvolvement/GovernmentalAffairs/2019/SB72TransportationGovFundRevs.pdf</p> <p>Typical Application Deadline: TBD</p> <p>Typical Local Match: 40%</p>

OTHER FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
<p>BIKE UTAH 1,000 MILES CAMPAIGN</p>	<p>In 2017, Governor Herbert initiated the 1,000 Miles Campaign to build 1,000 miles of family-friendly bike paths, lanes, and trails by 2027. Bike Utah supports this effort by offering strategic planning, technical assistance, and connections to financial resources so that communities can begin or continue developing bicycling in their area.</p>	<p>https://www.bikeutah.org/1000miles/</p>



7. IMPLEMENTATION

OVERVIEW

Implementation strategies for active transportation projects require a blend of careful planning and opportunistic decision making. On-street projects, like bike lanes, can often be implemented quickly and efficiently when coordinated with planned roadway projects or pavement management activities like overlays or seal coatings. Conversely, shared-use path projects may require more extensive easement negotiations, permitting, or fundraising to reach construction.

The following project prioritization methodology should serve as a general guide for prioritizing investment in the active transportation system; however, flexibility in implementation is highly encouraged when opportunities arise to share resources, achieve cost savings, or partner with other agencies.

For each project identified as part of the proposed system, scoring was established based on criteria and weighting agreed upon by the project's Steering Committee. Spot improvements associated with proposed routes should default to the recommended phasing for the route they help facilitate, even if scoring indicates another phase.

PROJECT PRIORITIZATION CRITERIA

The project prioritization framework relies upon facility category-based criteria. The following criteria will be applied to each facility. Each recommended facility will be assigned a numeric value to the degree it meets the criteria requirements. The criteria values are outlined in Table 7.1. The criteria multipliers were determined by the Steering Committee and can be adjusted by County or municipality preference to align with Summit County's values and priorities in the future.

Safety

Maintaining or improving safety is a prerequisite for all bicycle and pedestrian projects. Safety is also the primary concern for people when choosing to ride or walk instead of drive. Projects that address or remedy

existing safety issues for bicyclists and/or pedestrians and/or are located at the location of a crash that involved a bicyclist or pedestrian qualify for this criterion.

Connectivity to Destinations

Any transportation infrastructure is only as useful as the degree to which it connects users to their destinations. Even trails predominantly used for recreation are more attractive and more highly used as a means of utilitarian transportation when they connect to meaningful places such as schools, parks, commercial centers, libraries, and other civic destinations. Increasing bicycle and pedestrian connectivity to these destinations will allow many trips to be converted into walking and bicycling trips. Any facilities, including spot improvements, that grant new or improved direct access to community destinations qualify for this criterion.

Comfort

One of the goals of the Summit County ATP is to establish a system that makes walking and biking comfortable and convenient for people of all ages and abilities. Pedestrian and bicycle facilities that achieve this are typically characterized by physical separation from motor traffic and/or being located on a street that experiences low traffic volumes (less than 3,000 vehicles per day) and operating speeds (less than 25 mph). Due to certain constraints, implementing high-comfort facilities for every needed connection may not be feasible; however, projects that are comfortable for users of all ages and abilities qualify for a higher score in this criterion.

Access to Transit

People are much more likely to use transit if they can access it by bike or on foot. Improving connections to bus stops and park-and-ride locations will improve perceived safety and convenience as well as encourage people to use public transportation more often. Facilities that provide this connectivity to transit qualify for this criterion.

Connectivity to Existing Facilities

Proposed improvements that connect to existing pedestrian and bicycle infrastructure can easily build upon and extend the reach of the existing system while maintaining a cohesive network and avoiding gaps. Recommended facilities that connect to existing trails or bike facilities will receive points for this scoring criterion.

Public Support

Public support is an important criterion when evaluating potential bicycle and pedestrian facility improvements. Throughout the planning process for the Summit County ATP, the project team received feedback from more than 300 people via online surveys and interactive maps as well as in-person outreach activities. Because public support can give implementation efforts the necessary momentum to reach construction, streets/locations that were identified by the public as desirable for a future pedestrian and/or bicycle improvement qualify for this criterion.

Equity

Supporting equity and affordable housing by providing low-cost transportation options is one of the goals of the Summit County ATP. Recommended improvements that directly connect to affordable housing developments qualify for the equity criterion.

Regional Significance

In a multi-jurisdictional effort such as the Summit County ATP, proposed facilities that create broader connections throughout the region present opportunities

for collaboration in both the planning and funding of pedestrian and bicycle improvements. Expanding the regional network can also promote economic growth. Any proposed improvement that connects multiple nodes, neighborhoods, or jurisdictions qualifies for this criterion.

Bike Share Access

Just as connections to transit are important, linking the bicycle network to bike share stations increases the safety and comfort of existing bike share users and promotes more use of the bike share system in Summit County. For this criterion, facilities that directly connect to existing bike share stations are given higher priority than facilities that do not.

Ease of Implementation

Also considered in the prioritization of projects in the proposed system is the overall ease of implementation, which includes factors such as the required investment to complete the construction of these projects as well as any constraints or obstacles that serve as barriers to implementation, be they physical, political, etc. While construction costs can largely be figured based on the cost estimates provided in the Summit County ATP, each project has the potential to present unique challenges. Proposed facilities that require a modest investment and have few barriers to implementation score well in this criterion.

Table 7.1 | Project Prioritization Criteria and Scoring for Linear Projects

Criteria	Score	Multiplier	Total	Description
Safety	2	1.9	3.8	Addresses locations with high rates of bicycle/pedestrian crashes or identified as uncomfortable by the public (multiple times)
	1		1.9	Addresses locations with moderate rates of bicycle/pedestrian crashes or identified as uncomfortable by the public (once)
	0		0	Does not address locations with bike/pedestrian crashes nor those identified as uncomfortable by the public
Connectivity to destinations	2	1.8	3.6	Provides a new connection to multiple community destinations like parks, schools, libraries, or other civic destinations
	1		1.8	Provides a new connection to one community destination like a park, school, library, or other civic destination
	0		0	Does not provide a new connection to community destinations
Comfort	2	1.6	3.2	Includes high-comfort facility that appeals to all ages and abilities (i.e., physical separation from traffic and/or low speed, low volume streets)
	0		0	Includes low-comfort facility that only appeals to confident cyclists
Access to transit	2	1.5	3	Provides direct access to transit
	0		0	Does not provide direct access to transit
Connectivity to other bike/pedestrian facilities	2	1.3	2.6	Connects directly to multiple existing trails or bike facilities
	1		1.3	Connects directly to one existing trail or bike facility
	0		0	Does not connect directly to an existing trail or bike facility
Public support	2	1.1	2.2	Street/location was identified by the public as desirable for a future facility (multiple times)
	1		1.1	Street/location was identified by the public as desirable for a future facility (once)
	0		0	Was not identified by the public as desirable for a future facility
Equity	2	1.1	2.2	Directly connects to multiple affordable housing developments
	1		1.1	Directly connects to one affordable housing development
	0		0	Does not directly connect to affordable housing
Regional significance	2	1.1	2.2	Connects three or more nodes or neighborhoods
	1		1.1	Connects two or more nodes or neighborhoods
	0		0	Does not connect more than one node or neighborhood
Bike share access	2	1.1	2.2	Provides direct access to bike share (within 300')
	0		0	Does not provide direct access to bike share (beyond 300')
Ease of implementation	2	1.0	2	Modest investment required and few barriers to implementation
	1		1	Moderate investment required and several barriers to implementation
	0		0	Substantial investment required and significant barriers to implementation

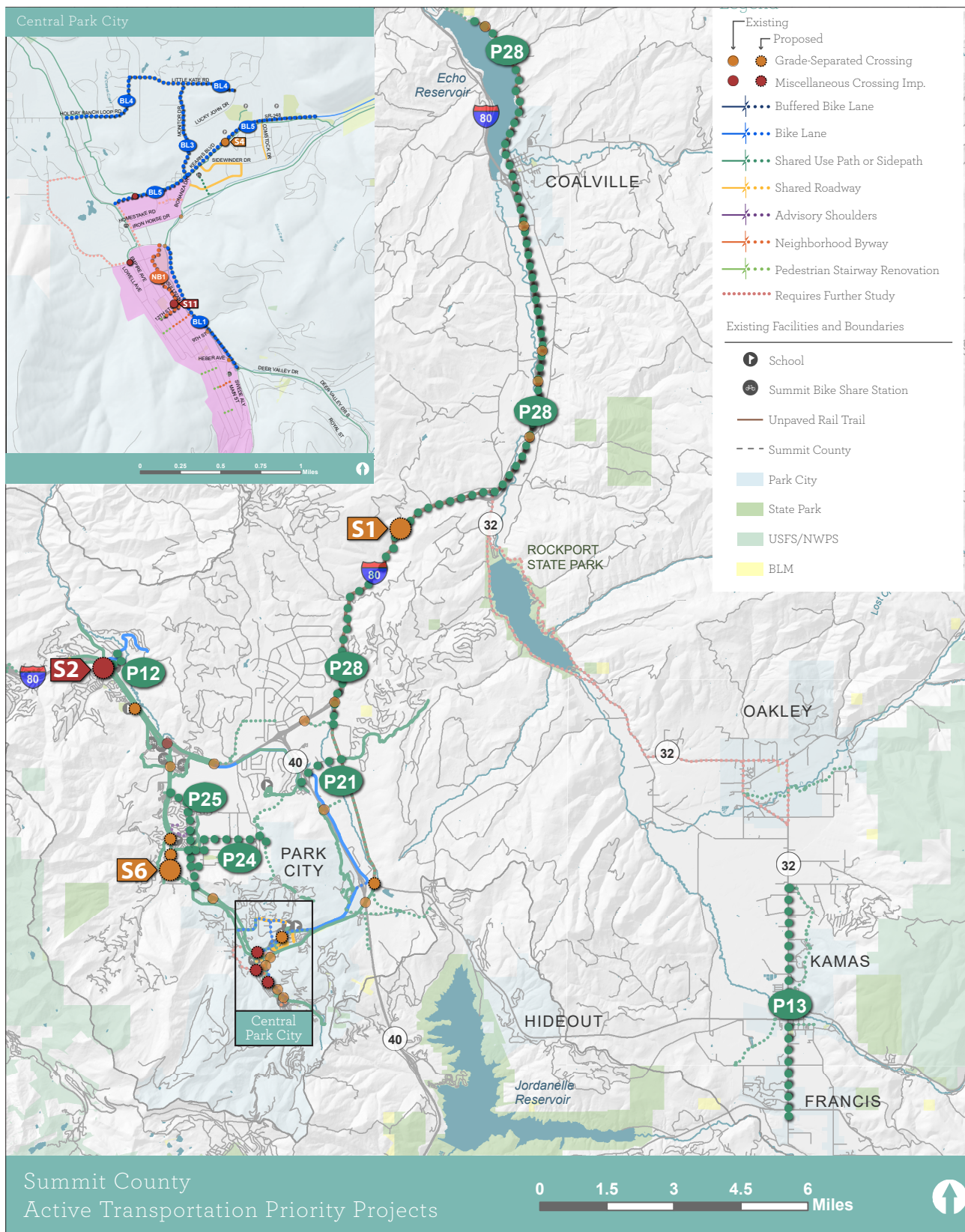
This prioritization scoring system is intended to be a flexible tool in determining implementation priorities. Opportunistic implementation should be pursued where feasible. Changing transportation patterns, political landscapes, or other emerging trends likely will also influence the ultimate funding and implementation of specific projects.

Table 7.2 | Project Prioritization Criteria and Scoring for Spot Improvements

Criteria	Score	Multiplier	Total	Description
Safety	2	1.9	3.8	Addresses locations with documented crash history, or locations with high to moderate volumes of users crossing high-speed roads
	0		0	Does not address locations with documented crash history, or locations with high to moderate volumes of users crossing high-speed roads
Connectivity to destinations	2	1.8	3.6	Provides a new connection to community destinations like parks, schools, libraries, or other civic destinations
	0		0	Does not provide a connection to community destinations
Comfort	2	1.6	3.2	Includes high-comfort facility such as a grade-separated crossing
	0		0	Includes low-comfort facility that does not appeal to all ages and abilities
Access to transit	2	1.5	3	Provides direct access to transit
	0		0	Does not provide direct access to transit
Public support	2	1.1	2.2	Was in the top 1/3 for “likes” received through the online input map for spot improvements
	1		1.1	Was in the middle 1/3 for “likes” received through the online input map for spot improvements
	0		0	Was in the lower 1/3 for “likes” received through the online input map for spot improvements
Equity	2	1.1	2.2	Serves an affordable housing development (within 1/2 mile)
	0		0	Does not serve an affordable housing development
Regional significance	2	1.1	2.2	Serves a regionally significant destination or trail
	0		0	Does not serve a regionally significant destination or trail
Bike share access	2	1.1	2.2	Provides direct access to bike share (within 1/4 mile)
	0		0	Does not provide direct access to bike share
Ease of implementation	2	1.0	2	Modest investment required and few barriers to implementation, or is part of a current or already funded project
	1		1	Moderate investment required and several barriers to implementation
	0		0	Substantial investment required and significant barriers to implementation

This prioritization scoring system is intended to be a flexible tool in determining implementation priorities. Opportunistic implementation should be pursued where feasible. Changing transportation patterns, political landscapes, or other emerging trends likely will also influence the ultimate funding and implementation of specific projects.

Summit County ATP Priority Projects



PRIORITY PROJECTS

Table 7.3 | Eastern Summit Planning District Priority Projects

ID #	Improvement Name	Facility Type	Jurisdiction	Implementation Notes	Length (mi)
P13	SR-32 Pathway	Sidepath	Summit County, Oakley, Kamas, Francis	Develop a shared use path along the east side of SR-32 from Oakley to Francis.	5.1
P28	Rail Trail Pavement Upgrade #2	Shared Use Path	Summit County	Pave the existing Rail Trail.	18.9
Spot Improvements					
S1	Blue Sky Bridge to Rail Trail	Overcrossing	Summit County	Provide a bridge across the creek from the Rail Trail to the Blue Sky parking lot.	N/A

Table 7.4 | Snyderville Basin Planning District Priority Projects

ID #	Improvement Name	Facility Type	Implementation Notes	Length (mi)
P12	Bluebird Lane Sidepath	Sidepath	Develop a sidepath along Bluebird Ln that links to Homestead Rd and facilitates easier pick-up and drop-off from Jeremy Ranch Elementary. Project supports Safe Routes to School.	0.4
P21	Silver Summit Pkwy Sidepath	Sidepath	Develop a sidepath along Silver Summit Pkwy from the existing path terminus west of the US 40 interchange to the Rail Trail	1.1
P24	Old Ranch Rd Sidepath	Sidepath	Develop a sidepath along Old Ranch Rd connecting Willow Creek Park to Round Valley Open Space	1.9
P25	McCleod Creek / Willow Creek Loop / East SR-224 Trail	Shared Use Path	Pave the existing McCleod Creek Trail, Willow Creek Loop, and East SR-224 Trail	2.6
P28	Rail Trail Pavement Upgrade #2	Shared Use Path	Pave the existing Rail Trail	18.9
Spot Improvements				
S2	Ecker Hill Park-n-Ride Pedestrian Underpass	Undercrossing	Complete undercrossing as part of planned park-n-ride project	N/A
S6	SR-224 Overcrossing (Canyons Resort Dr, or adjacent crossing project)	Overcrossing	Complete overcrossing at SR-224 and Canyons Resort Dr. Connects adjacent neighborhoods to the Canyons Transit Hub	N/A
Renovation Project*				
NA	SR-224 Trail (eastside) reconstruction	Shared Use Path	Resurface and widen (if possible) paved trail on the east side of SR-224 between Ute Blvd. and Olympic Parkway	0.18

* Note: Renovation projects not scored during the prioritization process

Table 7.5 | Park City Priority Projects

ID #	Improvement Name	Facility Type	Implementation Notes	Length (mi)
BL5	SR-248 Bike/Pedestrian Improvements	Bike Lane	Establish connection for existing SR-248 bike lanes to Park Ave. Consider striping bike lanes or pathway improvements.	1.4
BL3	Monitor Dr Bike Lane	Bike Lane	Stripe bike lane in existing shoulder. Supports Safe Routes to School and connects to planned bike share station at Park City MARC	0.6
BL4	Little Kate Road / Holiday Ranch Bike Lanes	Bike Lane	Stripe bike lane in existing shoulder	1.3
NB1	12th St / Sullivan Rd Neighborhood Byway	Neighborhood byway	Incorporate shared lane markings, wayfinding, and traffic calming to create a comfortable bicycle and pedestrian experience along 12th St and Sullivan Rd linking City Park and the library while providing an alternative route to Park Ave.	2.6
BL1	Deer Valley Drive Complete Streets Improvements	Bike Lane	Provide uphill bike lane with downhill shared lane per recent Park City study of Deer Valley Dr.	0.9
Spot Improvements				
S4	Kearns Blvd Undercrossing	Undercrossing	Planned undercrossing to connect Park City High School across Kearns Blvd	N/A
S11	Library Crosswalk Improvements	Mid-block crossing	Mid-block crossing, high visibility, RRFB, explore artistic pavement treatments	N/A

PERFORMANCE METRICS

Measuring the success and progress of this plan and the implemented results will be critical in building momentum for future investment and making adjustments throughout the process. This section identifies ways to measure the success of the Summit County ATP by establishing metrics that directly relate to the goals of the project as stated in Chapter 1. Using these metrics, Summit County and individual jurisdictions will be able to quantifiably evaluate the efficacy of active transportation improvements.

PROJECT GOALS

GOAL 1: WALKING + BIKING



Provide a complete, well-connected, and easily accessible network of trails, bicycles lanes, and sidewalks for safe, convenient, and pleasant transportation.

GOAL 2: ALL AGES + ABILITIES



Provide and promote a system of paths and trails for transportation and recreational use that maximizes convenience, choice, and mobility for users of all ages, abilities, incomes, and backgrounds.

GOAL 3: SUPPORT BUSINESS/ ECONOMIC DEVELOPMENT



Support the tourism economy and sustainable economic development by increasing bicycle and pedestrian access to businesses and tourism, increasing bicycle parking at businesses, promoting trail-oriented development, and encouraging employee commuting incentives and facilities.

GOAL 4: TRANSIT INTEGRATION



Support Summit County's transit system by providing reliable first/last mile biking and walking connections to and from Summit County transit stations and hubs.

GOAL 5: NEIGHBORHOOD IDENTITY



Maintain the character of existing residential neighborhoods and rural areas while integrating bicycling and walking infrastructure into new and existing development in order to create highly-livable neighborhoods and mixed-use areas.

GOAL 6: SUSTAINABILITY



Protect limited economic and environmental resources, reduce negative impacts to air quality, and increase mobility, accessibility, and percentage of active transportation users through efficient use of existing infrastructure and rights-of-way.

GOAL 7: EQUITY



Support equity and affordable housing by providing low-cost transportation options, recognizing that access to affordable housing and transportation systems are crucial to the development and stability of the County's economy.

GOAL 8: RECREATION + OPEN SPACE



Provide non-motorized transportation access to Summit County's world-class open spaces and singletrack trail system.



ASSOCIATED GOALS

- » WALKING + BIKING
- » ALL AGES + ABILITIES

Performance Metric

ANNUAL NUMBER AND LOCATION OF TRAFFIC-RELATED MAJOR AND FATAL CRASHES

DEMONSTRATED NEED FOR MEASURE

Crashes involving pedestrians and bicyclists is one of the best indicators of the system’s efficacy in providing safe active transportation infrastructure.

DESCRIPTION

This metric will help identify trends in location, frequency, cause, and attributes of pedestrian-automobile and bicycle-automobile crashes year-to-year, with the goal of reducing overall number of major, life-altering, and fatal crashes in the region.

BASELINE BENCHMARK

Crash analysis from UDOT

TRACKING METHOD; SUGGESTED FREQUENCY

UDOT Numetric database; annually

EXAMPLES

udot.numetric.com



ASSOCIATED GOALS

- » WALKING + BIKING
- » ALL AGES + ABILITIES

Performance Metric

ENHANCED INTERSECTIONS

DEMONSTRATED NEED FOR MEASURE

Intersections are where the majority of traffic crashes involving bicyclists and pedestrians occur. Improving intersections for better perceived safety and comfort for people walking and bicycling through various measures will encourage greater use and reduce likelihood and severity of crashes.

DESCRIPTION

“Enhanced intersections” can include countdown timers, lighting, high-visibility crosswalks, signage, reduced crossing distance, continuous bike lanes, bike lane tracking, passive detection, and more. Measuring how many intersections and to what extent they have been improved will be the indicator for this performance measure.

BASELINE BENCHMARK

Requires inventory of existing intersections

TRACKING METHOD; SUGGESTED FREQUENCY

Track installation of intersection features; annually or when upgrades are completed

EXAMPLES

National Bicycle and Pedestrian Documentation Project; Mountainland Association of Governments Murdock Canal Trail Counters



ASSOCIATED GOALS

- » WALKING + BIKING
- » ALL AGES + ABILITIES
- » SUSTAINABILITY

Performance Metric

RIGHT-OF-WAY SPACE FOR ACTIVE TRANSPORTATION

DEMONSTRATED NEED FOR MEASURE

Many people do not feel comfortable walking and bicycling because of a perceived lack of safety, either because of how close active transportation facilities are to travel lanes on the roadway or because of the comfort of the facility itself (i.e. sidewalk without planting strip and next to traffic; narrow bike lanes without physical protection or too close to parking).

DESCRIPTION

Percentage of public right-of-way dedicated to pedestrians and bicyclists (area dedicated to use by these modes / the total area of public right-of-way). In order to encourage walking and bicycling, dedicated space should be proportional to active transportation mode share goals.

BASELINE BENCHMARK

Area dedicated to use by these modes / the total area of public right-of-way

TRACKING METHOD; SUGGESTED FREQUENCY

Street and active transportation system data; annually

EXAMPLES

NYC DOT’s “Measuring the Street: New Metrics for 21st Century Streets”



ASSOCIATED GOALS

- » SUSTAINABILITY
- » EQUITY
- » SUPPORT BUSINESS/ ECONOMIC DEVELOPMENT
- » TRANSIT INTEGRATION

Performance Metric

PERCENTAGE OF HOMES, HOTEL ROOMS, AND JOBS WITHIN 1/4 MILE OF A BIKE SHARE STATION

DEMONSTRATED NEED FOR MEASURE

Bike share has proven to be an essential component in providing first/last mile connections for transit as well as allowing visitors to get around without a car.

DESCRIPTION

Although access to a bicycle is not a major deterrent to bicycling for transportation or recreation, ongoing maintenance and security of the vehicle prevent some from riding. Bike share stations within close proximity to homes, hotels, or jobs encourage use and shorten the distance the user needs to walk before and after the bike share trip.

BASELINE BENCHMARK

Determine baseline based on existing bike share stations

TRACKING METHOD; SUGGESTED FREQUENCY

Census and employment data; annually or when significant change in the bike share system occurs

EXAMPLES

American Community Survey; parcel data; employment data



ASSOCIATED GOALS

- » WALKING + BIKING
- » ALL AGES + ABILITIES
- » SUSTAINABILITY
- » EQUITY

Performance Metric

PERCENTAGE OF POPULATION SERVED BY HIGH COMFORT WALK/BIKE FACILITIES

DEMONSTRATED NEED FOR MEASURE

People will walk and ride a bike more if comfortable facilities are within walking or bicycling distance of their homes.

DESCRIPTION

This metric will determine what percentage of the region’s residents are within 1/4 mile network distance (not as the crow flies) to an existing high comfort bicycling and/or walking facility. Using network distance and not buffer distance will provide a more accurate analysis of possible barriers between homes and facilities.

BASELINE BENCHMARK

Percentage determined by GIS network analysis

TRACKING METHOD; SUGGESTED FREQUENCY

Census data, active transportation system data; annually

EXAMPLES

City of Las Vegas’ 98% goal to ensure almost every resident is within 1/4 mile of an on- or off-street facility



ASSOCIATED GOALS

- » WALKING + BIKING
- » SUSTAINABILITY

Performance Metric

PERCENTAGE OF PROPOSED SYSTEM COMPLETE

DEMONSTRATED NEED FOR MEASURE

Completing proposed local and regional facilities will improve connectivity and develop a true network viable for transportation and recreation needs.

DESCRIPTION

Similar to the measure of miles and density of active transportation facilities, this measure tracks how much of the proposed system in the Summit County ATP has been completed since adoption.

BASELINE BENCHMARK

Baseline of zero as of adoption

TRACKING METHOD; SUGGESTED FREQUENCY

Summit County ATP and existing active transportation system data; annually



ASSOCIATED GOALS

- » WALKING + BIKING
- » TRANSIT INTEGRATION
- » SUSTAINABILITY
- » EQUITY

Performance Metric

PERCENTAGE OF TRANSIT STATIONS WITH SECURE BICYCLE PARKING

DEMONSTRATED NEED FOR MEASURE

Improving the security and availability of bicycle parking at Summit County bus stops - especially UTA stops for regional routes - increases the reach of the transit system and vice versa the active transportation system.

DESCRIPTION

This metric will help identify stations that are still in need of secure bicycle parking and could lead to future performance metrics that determine how many people are using transit and combining bike and transit modes for their trips.

BASELINE BENCHMARK

Existing percentage of Park City and UTA bus stops with secure bicycle parking

TRACKING METHOD; SUGGESTED FREQUENCY

Count stations annually or when a significant change in parking at multiple stations occurs



ASSOCIATED GOALS

- » SUSTAINABILITY
- » EQUITY
- » SUPPORT BUSINESS/ ECONOMIC DEVELOPMENT
- » TRANSIT INTEGRATION

Performance Metric

PERCENTAGE OF TRANSIT STOPS SERVED BY WALK/BIKE FACILITIES

DEMONSTRATED NEED FOR MEASURE

More than 90% of transit stops begin and/or end as walking or bicycling trips. Improving access to transit using these modes will improve transit ridership and reduce congestion on roadways.

DESCRIPTION

Similar to the measure of percentage of population served by the active transportation network, this measure should utilize a 1/4 mile network distance to determine what percentage of Summit County’s bus stops are served by existing walking and bicycling system.

BASELINE BENCHMARK

Percentage determined by GIS network analysis

TRACKING METHOD; SUGGESTED FREQUENCY

UTA and Park City Transit bus stop data; annually



ASSOCIATED GOALS

- » WALKING + BIKING
- » SUSTAINABILITY
- » RECREATION + OPEN SPACE

Performance Metric

ACCESS TO COMMUNITY DESTINATIONS

DEMONSTRATED NEED FOR MEASURE

The degree to which an active transportation system connects to destinations determines its efficacy as a viable transportation system

DESCRIPTION

Similar to the measure of percentage of transit stops served by the active transportation network, this measure should utilize average walking (0.5 miles) and bicycling (2.0 miles) trip distances to analyze what percentage of residents have access to community destinations via walking and bicycling. Staff should discern whether lack of facilities and crossing opportunities or the presence of barriers would also limit access to these destinations.

BASELINE BENCHMARK

Percentage determined by GIS network analysis

TRACKING METHOD; SUGGESTED FREQUENCY

Active transportation system and civic destinations data; annually

EXAMPLES

WalkScore, BikeScore, Indianapolis MPO’s Central Indiana Regional Bikeways Plan



ASSOCIATED GOALS

- » WALKING + BIKING
- » SUPPORT BUSINESS/ ECONOMIC DEVELOPMENT
- » EQUITY

Performance Metric

ACCESS TO JOBS

DEMONSTRATED NEED FOR MEASURE

Even though only about 15% of all trips are commutes to work, improving access to jobs by bicycling and walking will help reduce congestion and improve air quality.

DESCRIPTION

Similar to the measure of percentage of community destinations served by the active transportation network, this measure should utilize average walking (0.5 miles) and bicycling (2.0 miles) trip distances to analyze what percentage of jobs are accessible via walking and bicycling. Staff should discern whether lack of facilities and crossing opportunities or the presence of barriers would also limit access to these destinations.

BASELINE BENCHMARK

Percentage determined by GIS network analysis

TRACKING METHOD; SUGGESTED FREQUENCY

Census and employment data, active transportation system data; annually



ASSOCIATED GOALS

- » WALKING + BIKING
- » TRANSIT INTEGRATION

Performance Metric

BIKE SHARE TRIPS PER YEAR PER BIKE

DEMONSTRATED NEED FOR MEASURE

Bike share has proven to be an essential component in providing first/last mile connections for transit as well as allowing visitors to get around without a car.

DESCRIPTION

Summit Bike Share helps residents and visitors explore the county’s paved trail network, commute to work, and connect to transit. The fleet of pedal-assist e-bikes makes commuting from Kimball Junction to Park City manageable for a variety of users.

BASELINE BENCHMARK

Determine baseline based on existing bike share data

TRACKING METHOD; SUGGESTED FREQUENCY

Bike share system usage data; annually

EXAMPLES

Salt Lake City’s GREENbike Annual Reports



ASSOCIATED GOALS

- » WALKING + BIKING
- » SUSTAINABILITY

Performance Metric

DENSITY OF BICYCLING AND/OR WALKING FACILITIES

DEMONSTRATED NEED FOR MEASURE

Mileage alone does not tell the story of active transportation investment due to varying sizes in community geographies and transportation networks.

DESCRIPTION

While measuring overall mileage of active transportation facilities is an easily-tracked metric, it does not consider land use and street density. Increasing the density of the active transportation network, in addition to completing gaps in the network, is essential to bringing facilities closer to people’s homes and destinations.

BASELINE BENCHMARK

Baseline facility density (centerline miles of existing facilities / centerline miles of existing roadways (for on-street) or /square mile for off-street) from Summit County ATP

TRACKING METHOD; SUGGESTED FREQUENCY

Active transportation and roadway systems data; annually



ASSOCIATED GOALS

- » WALKING + BIKING
- » SUSTAINABILITY
- » SUPPORT BUSINESS/ ECONOMIC DEVELOPMENT

Performance Metric

BICYCLE FRIENDLY BUSINESSES

DEMONSTRATED NEED FOR MEASURE

Besides educating about where bicycle-friendly businesses (BFBs) are, tracking how many businesses are friendly to bicyclists over time can highlight the effectiveness of the program and encourage others to be more accommodating.

DESCRIPTION

Retail locations are common destinations for anyone. Improving the accommodation of bicyclists at businesses in Summit County per the recommendations and criteria (i.e. secure bicycle parking, discounts for arriving by bike, amenities and end-of-trip facilities, etc.) established by the League of American Bicyclists (LAB) will encourage people to ride a bike instead of drive. This is also good for most businesses, as well, because as fewer parking spaces are required, more square footage can be dedicated to retail space and studies show that people arriving by bike make more visits and end up spending more overall than those who arrive by car.

BASELINE BENCHMARK

Existing business who have qualified as a Bicycle Friendly Business

TRACKING METHOD; SUGGESTED FREQUENCY

League of American Bicyclists website; annually

EXAMPLES

City of Henderson Bicycle Friendly Business Program: <http://www.cityofhenderson.com/bike-henderson/bicycle-friendly-business>



ASSOCIATED GOALS

- » WALKING + BIKING
- » ALL AGES + ABILITIES
- » SUSTAINABILITY

Performance Metric

BICYCLING AND WALKING MODE SHARES

DEMONSTRATED NEED FOR MEASURE

Understanding mode shares before and after implementation in part indicate how effective implemented projects are in encouraging greater active transportation use.

DESCRIPTION

Measuring the overall change in walking and bicycling mode shares can be one of the most effective indications of whether infrastructure, programs, policies, and other efforts are effective over time. Because of likely small sample sizes and small percentages of walking and bicycling, at least at first, the margin of error should be considered, especially when comparing year-to-year changes. Trends in five year intervals may be more effective.

BASELINE BENCHMARK

ACS Commute to Work data; Regional Travel Survey data

TRACKING METHOD; SUGGESTED FREQUENCY

ACS Commute to Work data, Regional Travel Survey data, National Household Travel Survey; annually (ACS) or as soon as available (RTS)



ASSOCIATED GOALS

- » WALKING + BIKING
- » ALL AGES + ABILITIES
- » SUSTAINABILITY
- » EQUITY

Performance Metric

SCHOOL PARTICIPATION IN WALK/BIKE PROGRAMS

DEMONSTRATED NEED FOR MEASURE

Measuring Summit County school participation in walk/bike programs for students and staff will help in understanding how effective and far-reaching the plan has been in increasing walking and bicycling to schools.

DESCRIPTION

Data for this metric may be collected via simple hand tallies, parent surveys, school-wide surveys, administrator surveys, or other means. This metric will aim to determine the reach and effectiveness of programs.

BASELINE BENCHMARK

Tallies or surveys may be taken before any new programs are implemented

TRACKING METHOD; SUGGESTED FREQUENCY

Count participating schools / total schools eligible, and students participating / total student population; annually

EXAMPLES

National Center for Safe Routes to School, Safe Routes Utah



ASSOCIATED GOALS

- » WALKING + BIKING
- » ALL AGES + ABILITIES
- » SUSTAINABILITY
- » EQUITY

Performance Metric

STUDENTS WALKING OR BIKING TO SCHOOL

DEMONSTRATED NEED FOR MEASURE

A good indicator that the active transportation system is safe and comfortable for people of all ages and abilities is the amount of students that are walking or biking to school. This metric will help jurisdictions know, at least in part, how effective implemented projects have been in encouraging greater active transportation use for students in getting to and from school safely and comfortably.

DESCRIPTION

Data for this metric may be collected via simple hand tallies, parent surveys, school-wide surveys, administrator surveys, or other means.

BASELINE BENCHMARK

ACS Commute to Work data; Regional Travel Survey data; Safe routes to School hand tallies and parent surveys

TRACKING METHOD; SUGGESTED FREQUENCY

Same method as baseline; annually