



STAFF REPORT

TO: Summit County
FROM: Caroline Rodriguez, Director of Regional Transportation Planning
Jamie Dansie, Senior Transportation Planner
DATE: November 20, 2019
SUBJECT: Active Transportation Plan Adoption

Requested Council Action

Adopt the Summit County Active Transportation Plan

Summit County Active Transportation Plan

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.

The Summit County Active Transportation Plan (ATP) provides direction for the establishment or improvement of bicycling and walking routes (e.g. bike lanes or trails) 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 was conceived at an opportune time to address the County's current and future needs for bicycling and walking.

In addition, the formation of the ATP is in response to a request from the Utah Department of Transportation (UDOT) to create an inventory of existing facilities and unmet active transportation needs. Over the past few years, UDOT Region 2 has received numerous requests from Summit County staff and residents to upgrade or add bike and pedestrian facilities. To date, UDOT has not been able to accommodate these requests, specifically citing the lack of coherent plan that was drafted with local, public input. Once adopted, the ATP will act as a roadmap for UDOT's investments on some of our most important corridors.

The ATP was guided by a project Steering Committee made up of representatives from Summit County, Park City Municipal Corporation, Snyderville Basin Recreation District, UDOT Central and Region 2, Special Service Area 3, Mountainland Association of Governments (MAG), the Park City School District (PCSD), and the Canyons Village Management Association (CVMA). A broader list of stakeholders was also convened at various points throughout the study.



Based on existing conditions, demonstrated need, collision and safety analysis, and public input, the project team has created a list of just over 60 opportunities to create or improve facilities throughout the County. All would be categorized as one or more of the following types of projects:

Shared-use paths: paved facilities that are wide enough to accommodate people walking, bicycling, rollerblading, 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. Example: Millenium Trail extension at White Pine Canyon Rd.

Sidepaths: 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. Example: Ptarmigan Path to Split Rail Ln.

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. Example: Rail Trail

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. Example: Main St. and King Rd.

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 nonmotorized users. Motorists may move into the advisory shoulder when passing an on-coming vehicle, but only when no pedestrians or bicyclists are present. Example: Silver Springs Dr.

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. Example: Pace Frontage Rd.



Pedestrian stairways: Park City Municipal possesses numerous pedestrian stairways following historic street ROWs throughout Old Town. These stairways provide convenient cut-throughs and promote access from lower elevations of town to USFS lands west of Main Street. Improvements could include stairway widening (to promote walking two-abreast), inclusion of bike runnels, in-pavement snowmelt systems, 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. Example: Woodside Ave.

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. Example: SR-224 near Silver Springs Dr. or Canyons Resort Dr.

In addition, the ATP identifies general improvements that could benefit the County:

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, recreational trail connection, future growth in the County will further reinforce its value as a potential active transportation commuting corridor. As such, this Plan recommends paving of the Rail Trail between Silver Creek and the newly established Echo State Park.

Regional trail connectivity via the Wasatch Loop: 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. This plan 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 crossing: During the first round of public input, a safe crossing of SR-224 was on the most frequent requests via the interactive map and accompanying online survey. Three potential locations have been identified; SR-224 at Silver Spring Dr., Canyons Resort Dr., or Old Ranch Road. However, due to the nature and complexity of a separated over- or under-crossing in this corridor, especially with respect to utilities, grade, right-of-way, and cost, a full engineering and feasibility study, also encompassing a review of short and long term housing development, should be completed to identify the proper location.

The draft final Summit County Active Transportation Plan can be downloaded here:

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