Exploring Transportation Futures

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HANNAH PACK Transportation Planner, Park City





What is the future of transportation?

"Create an image depicting the future of transportation"

How do we take the fantasy and make it a practical reality within the context of Park City?

First, some context...



PARK CITY

The Country's First Fully Electric Bike-Share Program Opens in Park City, Utah

THE MOUNTAIN TOWN HOPES ITS NEW FLEET WILL MITIGATE TRAFFIC CONGESTION AND PROMOTE ENVIRONMENTAL SUSTAINABILITY

BY MIRANDA SMITH Published stol 28, 2017 10:07 AM BDT



Bicycling.com

Park City rolls out its first electric express bus



Fox 13

PARK CITY



Park Record



PARK CITY



Park Record

Arts Council of Park City & Summit County

PARK CITY FORWARD

Goals:

- Develop a "Park Once" community
- Collaborate with regional partners on long-range transportation solutions
- Identify, manage, and mitigate traffic during peak conditions
- Expand our world class biking and walking infrastructure
- Proactively review and analyze disruptive transportation and transit ideas and innovation
- Continue to develop and improve
 the internal Park City Transit system





FINAL PLAN

SEPTEMBER 2022



Purpose

EMERGING DISRUPTORS: Future Of Transportation



- Identify future and emerging "transportation disruptors" with the potential to advance transportation goals
- Identify opportunities, challenges, gaps, constraints, costs, and right-of-way needs
- Recommend next steps to support Park City's transportation goals



Study Approach



Stakeholders

10-person Committee

- Park City Residents
- Park City Mountain
- Deer Valley Resort
- High Valley Transit
- Represented a diverse range of disciplines

Emerging Technologies	
Long-Range Transp. Plan	•
Council Input	
Emerging Disruptors Study Stakeholder Committee	

- Smart Corridors: Connected/ Autonomous Vehicles
- Arterial Reversible Flex Lanes
- Intelligent Transportation Systems
 (ITS)
- Curbside Management
- Tunnels
- Dynamic/Congestion Pricing
- One-Way Loop
- Active Parking Management
- SLC Airport Connection

- Land Use Policy
- E-bike and EV Public Charging
- Vehicle-Free Zones
- Passenger Rail
- Mobility on Demand/MaaS
- Dedicated Bus Lane/Transit Way
- Local/Regional Transit Enhancements
- Aerial Gondola/Tramway



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BRENT CROWTHER Sr. Associate, Kimley-Horn



Stakeholder Process

Existing and Future Conditions Assessment Future Transportation Technology Identification

Stakeholder Strategic Workshops (8) Review / Develop Final Recommendation s

City Council Work Session / Final Report



Workshop Format-

- Stakeholder Committee entirely composed of residents
- 10 Workshops, each focused on a concept
- Park City staff engaged at key decisions

Workshop Format:

- Background
- Best Practices and Case
 Studies
- Concept
- Kimley-Horn specialist
- Feedback Discussion
- Recommendation to Council



Workshops



Passenger Rail



Aerial Gondola



Reversible Flex Lanes



SLC Airport Connection



One-way Loop





Vehicle-free Zones





Dedicated Bus Way

Aerial Gondola

- Construct aerial gondola to connect regional destinations including park and ride lots to Park City
- Feedback
 - Gondola would need to be efficient, direct, and faster than other forms of transportation
 - Connect to larger transportation system – not isolated and disconnected





- Explore and direct integrated connection to SLC International Airport
- Feedback
 - Engage strategic partners (airlines, High Valley Transit, UTA, Chamber)
 - Engage Regional Convening working group







From Airline to Landline: United Offers Seamless Travel from Denver International Airport to Breckenridge and Fort Collins

New luxury bus collaboration allows customers to fly into DEN, have their bags and ski equipment automatically transferred and be driven to Breckenridge and Fort Collins

February 26, 2021

DENVER, Feb. 26, 2021 /PRNewswire/ United announced today that it is making it easier for customers to travel to Breckenridge and Fort Collins, Colorado with convenient year-round ground transportation service connecting through its Denver hub. This is the first time Breckenridge has ever been served by an airline and will be Fort Collins' first global network carrier service in 25 years.

Source: https://united.mediaroom.com/2021-02-26-From-Airline-to-Landline-United-Offers-Seamless-Travel-from-Denver-International-Airport-to-Breckenridge-and-Fort-Collins

Tunnels

- Explore options with The Boring Company to construct tunnels to connect destinations
- Feedback
 - Should displace parking to perimeter
 - Concerns about geology and geography
 - Concerns about funding model
 - Feasibility Study required





Source: The Boring Company, https://www.boringcompany.com/loop

Dedicated Bus Way

- Construct BRT from perimeter park and ride to Park City Mountain Resort and Deer Valley Resort
- Feedback
 - Repurpose existing travel lanes, shoulders, and medians
 - Minimize intrusive new infrastructure or ROW impacts
 - Demonstrate competitive
 travel time



Source: High Valley Transit, SR 224 BRT EA





Passenger Rail

- Construct passenger rail to connect Park City to greater region
- Feedback
 - Does not support rail internal to Park City
 - Rail could connect to BRT at Kimball Junction
 - Requires regional partnerships
 - Requires external funding sources



Photo Credit: Parker Wilson





Reversible Lanes

- Construct reversible lane
 on SR 224 or 248 to
 accommodate peak traffic flows
- Feedback
 - Must reduce travel time
 - No roadway widening
 - Consider business
 - Consider local access
 - Conduct public outreach
 - Consider visual impacts
 - Consider benefits to transit







One-Way Loop

- Create a one-way loop
- Feedback
 - Defer to traffic operations
 - Focus on smaller loops
 - Simplify signal phasing
 - Consider opportunity for transit







Vehicle-Free Zones

- Establish vehicle-free zones or districts
- Feedback
 - Zones must be permanent, and not only event-related
 - Consider local business access and parking
 - Improve transit and active transportation
 - Prepare Main Street Area Plan



Source: Park City, https://parksillysundaymarket.com/





DISRUPTOR	RECOMMENDATION	COST	CHALLENGES	COUNCIL FEEDBACK	NEKT STEPS
PRIORITY TOPICS					
SLC AIRPORT	Support advancing a high-capacity shuttle from the SLC Airport to Park City by engaging with stakeholders and identifying partnerships to implement this low-cost investment that would benefit multiple stakeholders	s	 Strategic partner support First/last mile connections Logistics 	 Support to advance this topic as quickly as possible 	Park City-led effort to engage stakeholders - SLC International Airpolt, resorts, holels, airline providers, Chamber of Commerce, Regional Convening working group to gauge interest
	Support if efficient alignments directly connect major nodes outside of existing transportation connects, are competitive with automobile travel times, and minimize impacts on existing structures, including homes.	\$5\$	 Gost BOW acquisition Environmental considerations 	 Recognition that this is a significant project with several challenges to overcome, out future study may be warranted 	Park Jity-led review of potential locations and routes, logical tentrin, and ridership comanc evaluation
	Support advancing conversations with TBC, or other providers to conduct a leasibility study	\$5\$	 Cost/Funding Efficiency/effectiveness Feasibility 	 No public funds should be used to advance this topic. 	Private company-initiated teasibility study: geotechnical, environmental, alignment. The Boring Company or another entity woold provide these studies. Park City staff to meet with other locations to learn more about successes and challenges
COORDINATION WITH REGIONAL PARTNERS					
DEDICATED BUS LANES	Support if feasible without significant right of way expansion, and if accomplished within existing travel lanes and shoulders.	55	 ROW acquisition Roadway expansion 	 Identify incentives and disincentives to move more people via transit 	Engage regional partners to explore opportunities to repurpose travel kneel to transit only lones
	Support if includes transit improvements, demonstrates increased capacity, and does not require roadway expansion or new 40%.	22	 Extensive community outreach and education (residents, visitors, and business owners) 	 Supports advancing and further study; explore possibility of dedicated transit lane 	Engage regional partners (UEOT) to conduct feasibility study of potential comden(s)
	Support advancing conversations with regional partners to bring regional rail to the perimeter of Park City to integrate with Park City's transit network. Hell is not supported internal to Park City.	\$5\$	 Cost ROW acquisition Environmental considerations Regional support 	 Interast in context-satisitive applications of rail 	Support coordinated regional efforts to evaluate interest, conduct preliminary screening analysis (logical termini and indership evaluation)
LOWER TRANSPORTATION PRIORITY					
VEHICLE-FREE ZONES	Support advancing pedestrian prioritization concepts on Main Street, coupled with improved transportation options to Main Street, replacing on-street parking with more parking in secondary locations, and considerable community and business district engagement	5	 Do not tip to events Deriverises and emergency management access Public education and outreach campaign (residents and business owners) 	 Support to study concept concurrent with small area plans and enhanced transportation connections 	Support Park City departments to conduct feasibility and concept study of Main Stroot, determine intrastructure changes needed; Consider accilitional pedestrian priority zones throughout town, including near the ski resorts and in the Bohanza Park area.
	Do not support as benefits would not be competing enough to warrant year-round implementation	S	 Significant public education campaign (residents and business owners) UOCT coordination Roadway expansion 	 Concern about need to widen SR-248 in order to achieve full benefits 	Consider incorporating elements during winter temporary operations; explore potential for smaller loops in Old Town.

- Advancing Ideas-

- Main Street Area Plan
- Recreate 248



Main Street Area Plan

- New development on Swede
 Alley
- Improve sidewalks and pedestrian areas on Swede Alley
- Car-light Main Street





Single Surface Roadway with Pedestrian-Friendly Amenities

VAW

ANBROSIA

Vehicle Parking

Transit Circulator

One-way Vehicle

Circulation

Here .

CONOR CAMPOBASSO Sr. Transportation Planner, Park City





Study Overview

- Enhance regional transit service into Park City, providing viable alternatives to vehicle trips
- Pre-NEPA Study to advance a Locally Preferred Alternative
- Accelerated timeline, assumed Environmental Assessment for NEPA
 - 18 months for this study
 - 12 months for NEPA
- Goal is to make the project eligible for federal funds



Corridor Context

- Varies between a 2 lane and 5 lane cross section
- ~17,000 vehicles per day
- At peak times this is ~2,000 per hour
- Population around the area is growing 7% per year
- Traffic volumes forecasted to increase with growth
- Shoulder-running buses serving park and ride, today



Corridor History



Standard AA Options

























Timeline

<u>Aug-Oct 2024</u>

<u>Sep – Dec 2024</u>

<u>Jan – Mar 2025</u>

Data Collection Purpose & Need Develop Alternatives Survey & Utilities Env Scan

Fatal Flaws Refine Alternatives

Level 1 Screening Conceptual Design <u> Apr – Sep 2025</u>

Refine Alternatives Level 2 Screening Advance Design Env Impacts Transit Modeling <u>Oct – Jan 2026</u>

Select LPA FTA Coordination Initiate EA





Workshop #2 September 2025

Workshop #1: P&N, Alternatives, Fatal Flaws Screening (December 2024) Workshop #2: LPA & Scoping for EA (September 2025)

Key Takeaways

- Core Lessons
 - Community members offer a wealth of knowledge
 - Hear it from the public
 - We need public guidance
- Practical and applicable
 - Already having an impact
 - Never really over

EMERGING DISRUPTORS: Future Of Transportation





