

**SUMMARY OF FINDINGS & RECOMMENDATIONS OF THE TREASURE HILL TRAFFIC REPORT**

ISSUE	PEC Report, July 2004 Report	FPA Review of PEC Report 20 July 2005 Tech Memo	Other / Data / Evaluation 9 Dec 2005 Review
<i>General</i>		<p>In general, Fehr &amp; Peers found that the Treasure Hill TIA by PEC provides an adequate assessment of the traffic characteristics and potential impacts related to the proposed Treasure Hill project. By “adequate”, FPA means that the methodology and analysis was consistent with industry state of the practice.</p> <p>Fehr &amp; Peers also found that the proposed Treasure Hill project is consistent with general guidelines provided in the Transportation Element of the Park City General Plan and Land Management Code.</p>	
<i>On Street Parking</i>	Restrict to residents with permits, to one-side of the street only, and not within the switch back or within 200’ of access points.	<b>Concur</b> - provided a parking option “if on-street parking is allowed” for one side of the street, in 150’ increments of parking / no-parking. (p.TM-8)	Parking Inventory from PC staff shows 2 off-street parking stalls for each house (-1 property) along Empire and Lowell. Parking enforcement if permitted or restricted is critical.
<i>Existing Roadway</i>	Existing - 25’	<b>Concur</b> – assumes roads to be reconstructed at the same width as currently exists	<p>Elements to be considered in cross section of Empire and Lowell.</p> <ul style="list-style-type: none"> <li>• Travel lanes (10’ min, each direction);</li> <li>• Snow Storage (6’ min.)</li> <li>• Pedestrian walkway / sidewalk (5’ min);</li> <li>• Parking (8’ min)</li> </ul> <p>General Options are :</p> <ol style="list-style-type: none"> <li>1. Widen Roadway to accommodate cross section elements</li> <li>2. Restrict and Enforce Parking</li> <li>3. Construct Stair / Walkway connections to Old Town</li> </ol>
<i>Existing Traffic</i>	Counts conducted on 16 Jun 04, “grown” to winter months based on occupancy rates, revalidated with 19 Feb 05 counts.	<b>Acceptable</b> – PEC concluded the overall intersection traffic operations evaluation for winter conditions to be adequate, since actual Feb 05 counts, were lower than the “grown” volumes evaluated in the report.	Volumes on adjacent roads (Norfolk, Woodside) should have been counted.
<i>Trip Generation / Reduction</i>	Trips generated by ITE standard rates, and then reduced 30% based on area observations. (p.11)	<b>Concur</b> - Although the PEC report provides limited details on how this percentage was obtained, the reduction is conservative as supported by higher capture rates reported for comparable sites in the Park City area. Aggressive Alternate Transportation options at resorts and on-site shopping/dining/entertainment options reduce trip generation from ITE standard rate. Reduction rate acceptable.	None
<i>Future Traffic</i>	Generated and distributed was added to existing traffic to obtain design year (2012) volumes.	<b>Background traffic should have been increased</b> - Based on an area study of growth or other proposed developments, to provide a more comprehensive / accurate estimation of future traffic. However, net impact would remain similar since degree of impact is based on amount of trips added, which at major intersections is minimal. (122 project trips at Park Ave / Deer Valley Dr. intersection in a total of 1,848 trips during the p.m. peak hour trips for 6.6%)	None
<i>Pedestrian Access</i>	Construct and maintain the proposed pedestrian connections.	<b>Concur</b> – However, the PEC report was vague with specific plan or recommendations. The PEC report did not specify routes or locations.	<p>Sidewalk – <u>Could</u> be constructed on West side of Lowell Ave. Problems include construction costs, slope of hill, driveways, shade will minimize snow melt, and the area will be used for snow storage reducing availability in winter. This is not the responsibility of TH.</p> <p>Walk way – <u>Could</u> be striped on west side of Lowell Ave (~ 4’), in road. <u>No parking</u> would be allowed on Lowell. Snow plows would clear walk with road.</p> <p>Construct stairs / routes to Old Town via 8<sup>th</sup>, 9<sup>th</sup> and 10<sup>th</sup> Ave. rights-of-way, during Phase 1 construction.</p>

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<i>Construction Traffic / Mitigation Plan</i>	Use Lowell <u>to</u> site, Empire <u>from</u> site. No use of Crescent Tram. Accommodate construction parking and staging on site.	<b>Concur</b>	<b>Big D Construction mitigation is simple, but seems appropriate.</b> Onsite retention of excavation will eliminate significant truck traffic. Worker shuttle should be frequent and not coincide with peak ski/traffic periods. Construction traffic will use Lowell (SB) and Empire (NB) as one-way route to/from site. Further development and refinement of plan is appropriate.
<i>Intersection Mitigations</i>	Deer Valley Dr / Park Ave – Human traffic control at end of ski day. If delays continue study for additional lanes. (pg. 17)	<b>Improve</b> - Currently LOS E. Modify with separate EB LT and THRT lane, add SB LT, modify phasing. (p.TM-8)	This is a current problem that needs to be addressed in coordination between UDOT and Park City. TH will only add about 6.6% more traffic to the intersection during the peak hour.
	Empire Ave / Silver King – Human traffic control at end of ski day; potential roundabout or signalization. (pg. 18)	<b>Concur</b> - Further study recommended for signalization.	
	Other intersections function well.	Lowell and Empire at Manor Way – Consolidate and channelize pedestrians movement with railings and designated crossing.	Restrict parking further from intersections and control snow storage at intersections to improve sight distances.
<i>Crescent Tram Road</i>	PEC report assumes that none of the project generated trips will use Crescent Tram.	<b>Discourage use</b> - If 10% of TH peak hour trips used Crescent Tram, the capacity would not be degraded by such an increase. However, because of the undesirable design features of Crescent Tram, motorists should be discouraged from using it by providing TH guests with route maps that emphasize Lowell Avenue and Empire Avenue, prohibiting right turns from Empire Avenue and prohibit left turns from Crescent Tram.	
<i>Snow Removal</i>	Prioritize snow removal to maintain travel lanes are important. (p.23)	<b>Concur</b> - "should receive prioritized snow removal treatment"	
<i>Signage</i>	Project should be signed to encourage guests to use Lowell to travel to and Empire to travel from TH.	<b>Concur</b>	