

City Council Staff Report

Subject: Old Town Neighborhood Pilot Projects Update
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Date: September 17, 2020
Type of Item: Administrative

Recommendation

Review the following update on pilot projects and circulation changes, both implemented and proposed, in Old Town. As directed by City Council in June 2020, staff has continued to roll out neighborhood betterment projects that address walkability (active transportation), safety, and circulation. This effort has been incredibly collaborative and includes expertise from Engineering, Parking, Police, Economic Development, Special Events, Public Works/Streets, and Transportation Planning.

Background

Council and Staff recognize unprecedented times create a unique environment to experiment with fewer visitors, less pressure on constrained residential and commercial streets, as well as the need to test more aggressive right of way mobility options and creative crosswalks and street designs. Staff has implemented changes to rebalance Old Town residential neighborhoods and circulation overall including: new intersection designs to create deterrents for commercial traffic, altered traffic patterns to increase vehicular and pedestrian safety, and neighborhood quality of life.

Neighborhood Projects – Completed

The following projects and circulation changes have been implemented by Staff over the summer, the table below provides updates.

PROJECT	DESCRIPTION	STATUS
Hillside Trolley Turnaround	New intersection striping and planters have been installed in the intersection to discourage large vehicles and commercial traffic; improve pedestrian safety, and delineate turn lanes.	Completed
Swede Alley / Main St. Intersection	New intersection striping, planters in right-of-way, additional signage to visually discourage traffic from entering residential area and encouraging left turn down Swede Alley to public parking garage.	Completed
4 th & 5 th Street One Way	Extend one way directionality west of Main Street to avoid confusion and reduce neighborhood cut through traffic (this is in addition to the changes made in 2019 for the same streets, but to the East).	Completed
Marsac Signage & Roundabout	Addition of a flashing stop sign at Marsac and Hillside intersection, relocation of the 'Stop Ahead' sign, and better paint at the stop bar and roundabout.	Completed
Landscaping at Chambers Ave	Planting native shrubs and grasses to create vegetation barrier from Marsac traffic noise as buffer for neighborhood residents. Cooler temperatures are required to complete this work and establish plantings.	In Progress – September
Chamber Trail Wayfinding	Adding paint-based sidewalk markings to indicate the trail access from Hillside Ave to access Main Street – instead of walking down Hillside.	Completed
Repainting Crosswalks	Restriped all crosswalks in Old Town and Main St. and Swede to better indicate pedestrian safety.	Completed
'No Left Turn' onto Hillside	Installed a No Left Turn sign at Marsac and Hillside Ave for downhill (northbound) traffic. UDOT has indicated they are supportive of this in a permanent capacity, not to be a temporary treatment. This is currently being enforced by providing warnings primarily, and tickets for egregious violations.	Completed
Sunday Car Free Main St.	Special Events is leading the closure of Main to cars, opening it up to pedestrians on Sundays through Labor Day.	In Progress – Ongoing into mid-October
Data Collectors	Purchased three additional data counters for Old Town. Once they are delivered and installed, traffic volumes can be collected on an ongoing basis.	In Progress
New Reflective Tape & Striping	Addition of reflective tape in 70 locations to illuminate signage/structures to enhance safety; new Yield arrows on Hillside Ave to slow vehicles.	Completed



Neighborhood Projects – Slated for Fall 2020

Staff continues to evaluate additional paint-based projects, new signage, and other circulation treatments. The intent is for these projects to be pilot or temporary treatments, and evaluate the successes and constraints in the field to determine and better refine long term efforts. The following projects will be implemented this fall between now and mid-to-late-October.

PROJECT	DESCRIPTION	STATUS
Park Avenue Artistic Crosswalk	An artistic stenciled design connecting the two bus stops at the Park Ave library stops. A phase 2 could include a pedestrian activated flashing sign for better visibility.	In Progress - Design
4th Street Walkway	The hatched walkway along 4 th Street will be repainted shortly, to delineate space for pedestrians. A CIP request for next year will be submitted to apply for funds to pour a permanent sidewalk.	In Progress
9th Street Drop and Load	The trolley turnaround area at Main and 9 th Street will receive hatched paint treatment and signage to increase visibility and safety for a future drop and load zone.	In Progress – Design
Bob Wells Plaza Turnaround	A paint-only design for the Bob Wells Plaza will be implemented to better delineate space for a drop and load zone for ground transportation vehicles and other users.	In Progress
King/Park/Daly/Main Intersection Treatment	A paint-only treatment is being designed for this intersection to help slow motorists and indicate the approach to a residential area. This will be similar to what has been implemented at the Hillside intersection, however, due to steep grades at King, planters will not be used.	In Progress
Bicycle 'Sharrows' on Swede Alley	The addition of painted sharrows will be added to Swede Alley to indicate to motorists to share the roadway with cyclists.	In Progress - Design
Permanent VMS sign at the Box of Rocks (Park Ave and intersection of DVD)	A permanent sign is being purchased and installed for the Box of Rocks area (the intersection of Park/224, Deer Valley Drive, and Empire Ave). This will greatly help Streets, Special Events, and Police with residential impact mitigation and peak event/winter conditions.	In Progress – Sign Ordered
Park Avenue Redesign	Staff is bringing several design alternatives to Council for consideration during the Work Session on September 22, 2020 to discuss tradeoffs, right of way dedication, and design factors and ultimately choose a striping design for Park Avenue that will be implemented this fall. The intent is to reallocate space for bicycles and make better access for Transit.	In Progress - Design
Circulation Changes	Staff is in the process of going through the NTMP working group to explore and get direction on changing circulation patterns on the following streets: Woodside, 9 th Street, 7 th Street, Swede, Main Street, Sullivan Ave, and Park Avenue. Staff will report back with the final list.	In Progress - Evaluation

Neighborhood Projects – Approach for 2021

Staff plans to take a methodical approach to street redesign next year. The following strategies will be deployed to allow for adequate outreach, analysis, design work, and implementation:

1. **Utilize the street resurfacing program.** Staff will identify what streets will be resurfaced next year with the intent to 'follow behind' and put down a new design once a clean slate has been provided.
 - a. This will save on costs during the redesign phase, and allow staff to leverage existing contractors and efforts.
 - b. This design approach will vary for each roadway based on street width, traffic/bicycle/pedestrian volumes, access, and community desires. New planning efforts will embrace bold changes and look at traffic and streets through an elevated lens: prioritizing pedestrians, transit, and bicyclists over cars and car storage. New designs can

include separated bicycle facilities, wider sidewalks, paint or concrete bulb-outs, artistic crosswalks, better bus stops, and more.

2. **Adopt a new set of street typologies and a modal hierarchy.** Transportation Planning staff is working with the City Engineer to finalize recommendations for a blueprint that provides updated standards for prioritizing modes, and provides design guidelines for Park City's street network. The street cross sections provided in the nearly ten year old [Traffic and Transportation Master Plan](#) prioritizes cars over vulnerable roadway users and doesn't reflect the current goals of the community and Council. In lieu of updating the transportation master plan (Park City Forward, which is currently on hold) this new street typologies document can act as an interim guiding policy for staff in Planning, Engineering, Transportation, Transit, as well as for private developers. An update will be provided to Council in partnership with Engineering (scheduled for October 1, 2020) on these new design standards.
3. **Refine Proposed Projects.** The project team has begun to evaluate potential projects for next year above and beyond utilizing the street resurfacing efforts that may include:
 - a. New crossing design above the Silver King Rd and Empire Ave intersection
 - b. Lighting or paint markings to indicate accesses to Old Town staircases
 - c. On-street public parklets (would require removing on-street parking)
 - d. Sidewalk widening of upper Main Street on the east side, below Hillside Ave
 - e. Better soft surface trail connections for Poison Creek at 11th Street, and Marsac Trail at the Old Town Transit Center
 - f. Artistic crosswalks

While staff will continue to push forward, Old Town Park City is ultimately somewhat limited by very constrained historic roadways, and inadequate and aging infrastructure. Prioritizing other modes over vehicle through-put and parking can have unintended consequences including increased car congestion and travel times, until a fundamental shift in the user occurs and when other modes become faster and more convenient.

Budget Considerations

Funding to implement these projects has come primarily from the Streets Department budget with supplemental help from Engineering, Transportation Planning, and Economic Development. For the first set of projects completed over the summer, costs incurred were approximately \$25,000. The remaining projects slated for this fall are likely to come in at a higher amount, with the largest expenses being the Park Avenue redesign at \$40,000 and the new permanent VMS sign at \$16,000. Upfront costs do not include ongoing maintenance costs, which have been calculated at 5% of the total project costs.

Council should expect budget requests as part of any budget amendment this year and in next year's CIP process, if the intent is to continue to implement and maintain projects like this ongoing.

Public Sentiment

Staff has received primarily positive feedback from residents in Old Town. There is support for the circulation changes implemented at Hillside Ave, and 4th and 5th Streets with requests to expand one ways to other areas like Woodside Ave. Negative feedback from building owners on upper Main Street has been noted about the left hand turn restriction on Hillside Ave. A robust outreach effort has been underway for the Park Avenue redesign specifically; the scheduled work session will cover that.

Next Steps

Staff will continue to implement, propose, and refine projects that are low-cost and quick to implement this fall. Over the winter, we will continue conversations about reinventing streets. As we advance these types of projects, staff will schedule ample time for the planning, outreach, design, and implementation phase – in order to look at Old Town streets as a network and implement changes that have a significant positive impact.

Staff will return to council this winter for a more robust discussion; and to get direction on the intentions with maintaining and expanding existing projects.