

City Council Staff Report

Subject: Park Avenue Redesign Exploration
Authors: John Robertson, Engineering
Alexis Verson, Transportation Planning
Departments: Transportation Planning, Engineering, Parking, Economic Development,
Special Events, Public Works
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Type of Item: Work Session

Recommendation

Review and consider a new temporary street redesign for Park Avenue (from Deer Valley Drive/Empire intersection up to 9th Street) and, if comfortable, recommend an alternative for a fall implementation.

Background

In July, Council directed staff to reimagine Park Avenue's design and explore low cost and paint-based solutions to test new concepts prior to contemplating a full street reconstruction project. Staff has presented several alternatives to the public that consider a shift from traditional street design priorities away from vehicle throughput and parking storage to pedestrian safety and walkability, bicycle, and public transit amenities.

In order to test community sentiment and receive feedback, staff conducted door to door outreach, created an EngagePC website, and pushed a survey to Old Town residents and Main Street businesses and employees. At publish of this report, data is still being compiled, yet preliminary findings are attached in **Exhibit B**. Initial results demonstrate that Residents along Park Avenue prefer a design that gives the Park Avenue a stronger neighborhood feel and a shift away from traditional street prioritization, yet concerns remain regarding the loss of on-street parking.

Project Area Existing Conditions

The project area is approximately 1 mile in length, extending from the intersection of Deer Valley Drive/Empire, southbound to 9th Street. Within that one mile corridor, Park Avenue varies greatly in width: the lower (northern) portion is 64' wide; the narrowest portion near the library is 22' wide, with the majority of the roadway at 39' wide. The four design alternatives vary greatly between each section to appropriately and safely accommodate various roadway users.

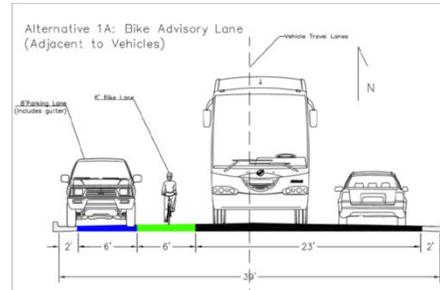
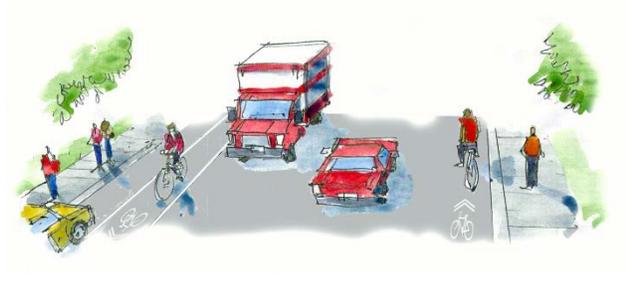
There is currently parking on both sides of the street. A majority is free and untimed, and frequently utilized by Old Town/Main Street employees and rental properties, especially the Southern portion. The Parking Department believes that almost all residences in the project area have off-street parking, much of which is accessed from Woodside Ave rather than Park Ave. There are approximately 193 on-street parking spaces Park Avenue; 80 on the west side and 113 on the east. This is somewhat fluid, as parking is not delineated and therefore subject to vehicle length.

Crowd-sourced bicycle trip data indicates there are over 6,000 trips per year on Park Avenue (compared to 600 on Norfolk and 375 on Woodside). Strava is only used by a subset of the active bicycling population, and annual trips on this corridor are likely much higher.

Design Alternatives

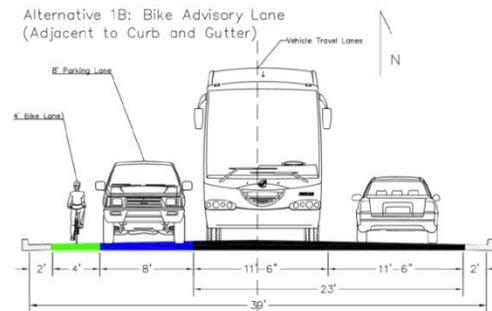
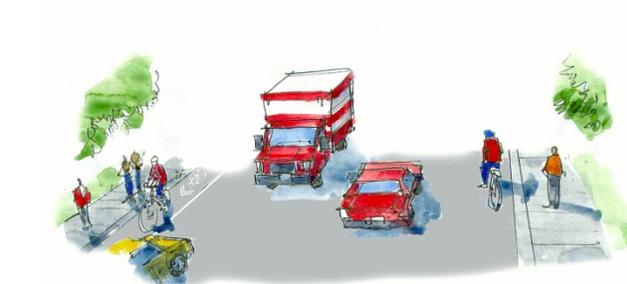
Staff feels the following alternatives could be implemented this fall. For details on cross sections (as there are three layouts per alternative due to the roadway width changes), see **Exhibit A**.

Alternative 1A: Curbside Parking with Uphill Bike Lane Adjacent



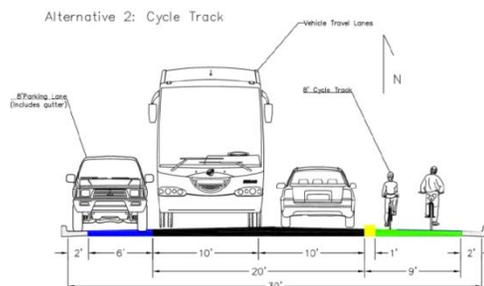
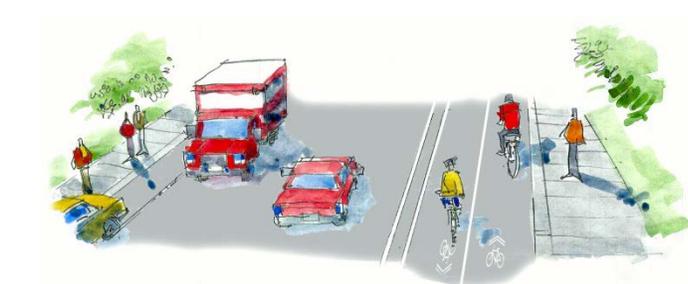
PROS	CONS
Provides bike lane for uphill bicyclists which addresses the speed differential (between bikes and vehicles) and provides a factor of safety.	Loss of approximately 102 parking spaces on the east side of the roadway.
Curbside on street parking is maintained on one side.	No snow storage
Removing the centerline stripe provides motorists the ability to shift as necessary within the travel space.	Because of the narrow widths of these facilities, a person in a parked car opening their door risks 'dooring' a cyclist.
Downhill bikes will share the lane with traffic, and a "sharrow" will be added. Bicyclist downhill speeds will be similar to that of the vehicles.	No center line stripe can be a concern to some.
Provides a relatively wide travel lane (11.5') for vehicles and buses.	

Alternative 1B: Uphill Curbside Bike Lane with a Parking Buffer



The pros and cons for Alternative 1B are the same as those for Alternative 1A. The concern for bicyclists getting 'doored' is slightly higher with Alternative 1B due to the constrained bike lane and curb not allowing bicyclists to quickly avoid a hazard like that.

Alternative 2: Two Way Cycle Track with Parking on One Side

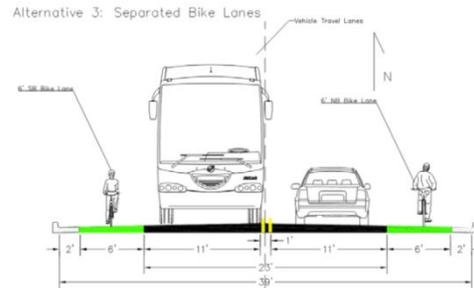
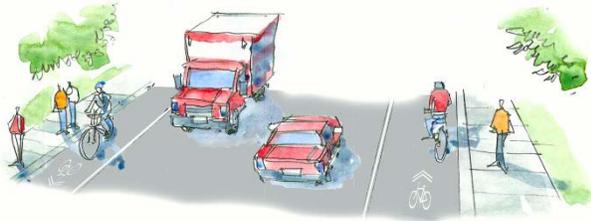


PROS	CONS
Provides an innovative two-way bikeway.	Loss of approximately 102 parking spaces on the east side of the roadway.
Curbside on street parking is maintained on one side.	The recommended width for a cycle track is 12', this option only allows for a 9' cycle track.
Existing parking on west side of roadway is maintained.	Relatively narrow parking area, though consistent with existing parking conditions.
Removing centerline stripe provides motorists the ability to shift as necessary within the travel way.	Relatively narrow (10') vehicle lanes, Park City buses are 10 feet mirror to mirror.

Provides an area for snow storage during storm events (using the cycle track).

In the narrowest section near the Library the proposed cycle track does not fit - **the cycle track would deviate onto Sullivan Road to bypass the choke point.**

Alternative 3: Bike Lanes on Each Side and no Parking



PROS	CONS
Provides two wide separated bike lanes, offering the safest design for bicyclists with the least vehicle conflicts.	Loss of 193 on-street parking stalls.
Provides two 11' travel lanes for vehicles.	May increase vehicle speeds as there appears to be less 'friction' on the street that parked cars tend to add. Including paint or bollard buffered bike lanes could help mitigate that.
Provides snow storage on both sides of the street.	
Prioritizes space for active transportation users, and away from cars and car storage.	

Alternative 4: Existing Design



PROS	CONS
Low-cost solution that requires minimal paint.	Does not address community concerns for change.
Preserves parking on both sides of the street.	Cost has already been expended to resurface the road in anticipation of a new paint design.

Design Alternative Ranking from Staff

Staff has ranked the alternatives based on factors related to safety, parking loss, and complexity of installation:

1. Alternative 1A
2. Alternative 2
3. Alternative 1B
4. Alternative 3

In addition, the Parking Department recommends implementation of a residential permit parking program if a design is selected that reduces or eliminates parking. In addition, some timed parking would be considered on the southern portion to accommodate some employee and visitor parking. The cost for this work is estimated between \$50,000-60,000 and will allow us to test strategies and define success prior to the multi-million dollar street reconstruction slated in the future.

Attachments

Exhibit A: Park Ave Engineering Cross Sections

Exhibit B: Interim Public Survey Report

Exhibit C: Park Avenue Parking Occupancy Report (9th-12th Streets)