



DAKOTA PACIFIC
Real Estate



Charlier Associates, Inc.



Mobility Outcomes

mobility outcomes

in response to planning commission

- ✓ summarize traffic study
- ✓ respond to Aug 11 questions
- ✓ transit-ready development



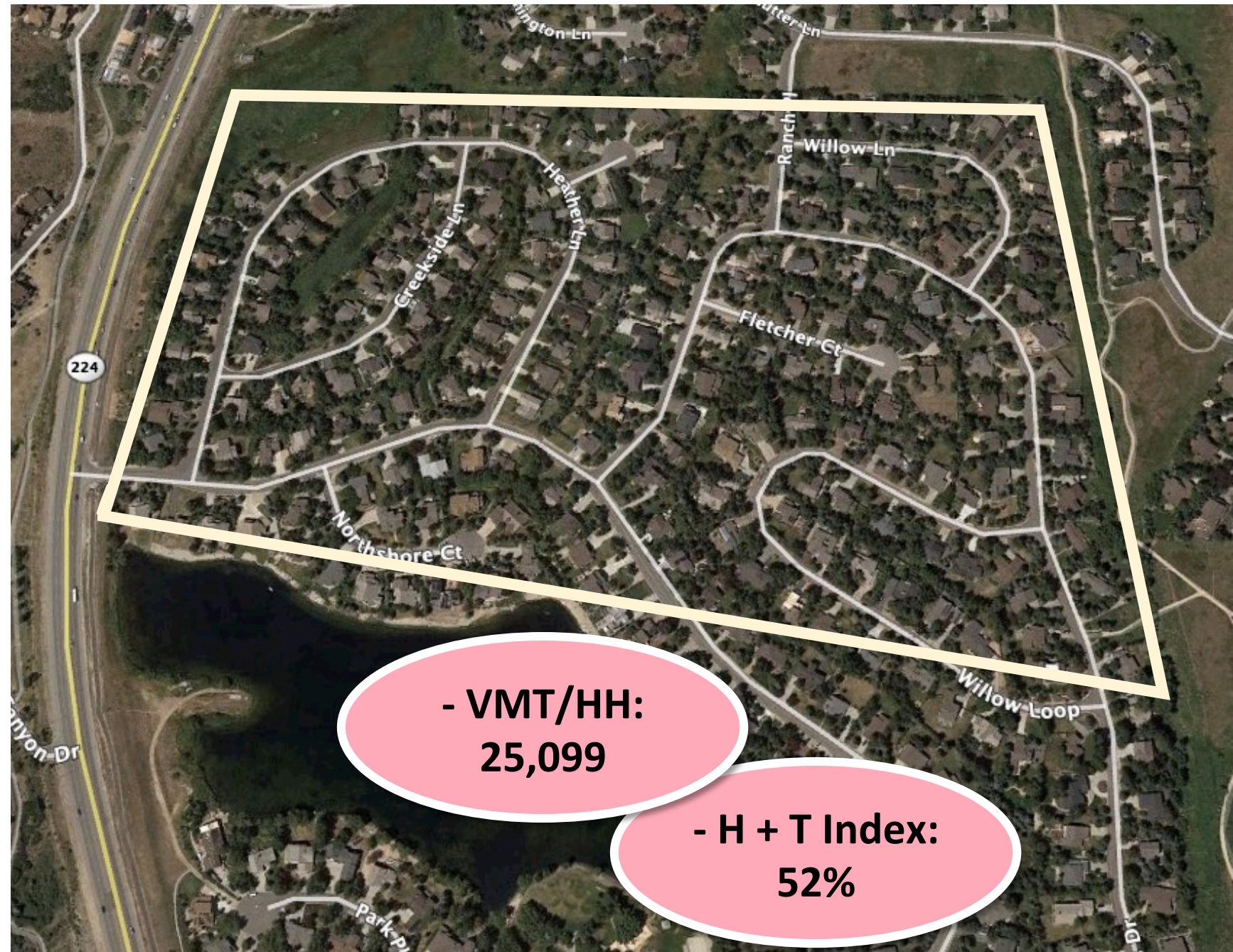
84 acres

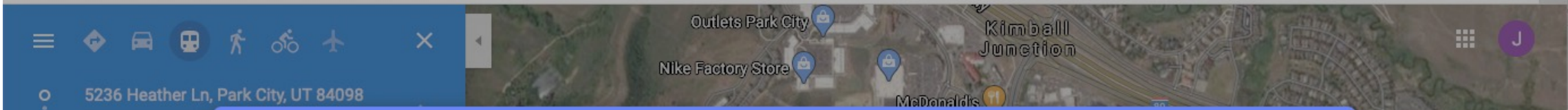
160 dwelling units

0.13 square miles

10 intersections

- 1.9 dwelling units/acre
- 0 commercial mixed use
- walk score: 4
- grocery: 1.6 mi
- ➡ - walk to transit: 18 min
- 77 intersections/sq. mi.
- ✓ 3 network connections
- 2 dead ends (> 350')





5236 Heather Ln, Park City, UT 84098

Smith's Food and Drug

Depart at 3:27 PM

Public transport safety to COVID-19.

Send directions to your phone

3:47 PM (Monday)

3:53 PM from 1694

9 min

DETAILS

SCHEDULE EXPLORER

Explore Smith's Food

Groceries

Takeout

Pharmacies

Hotels

More

Depart at		3:27 PM	Mon, Aug 24	Route options	
		3:00 PM	4:00 PM	4:30 PM	5:00 PM
		3:47 PM - 4:00 PM · 13 min			
		<div><div></div><div></div><div></div></div>			
		3:52 PM - 4:14 PM · 22 min			
		<div><div></div><div></div><div></div></div>			
		4:15 PM - 4:33 PM · 18 min			
		<div><div></div><div></div><div></div></div>			
		4:22 PM - 4:44 PM · 22 min			
		<div><div></div><div></div><div></div></div>			
		4:45 PM - 5:03 PM · 18 min			
		<div><div></div><div></div><div></div></div>			
		3:00 PM	4:00 PM	4:30 PM	5:00 PM

Imagery ©2020 Maxar Technologies, State of Utah, USDA Farm Service Agency, Map data ©2020 United States Terms Send feedback 1000 ft

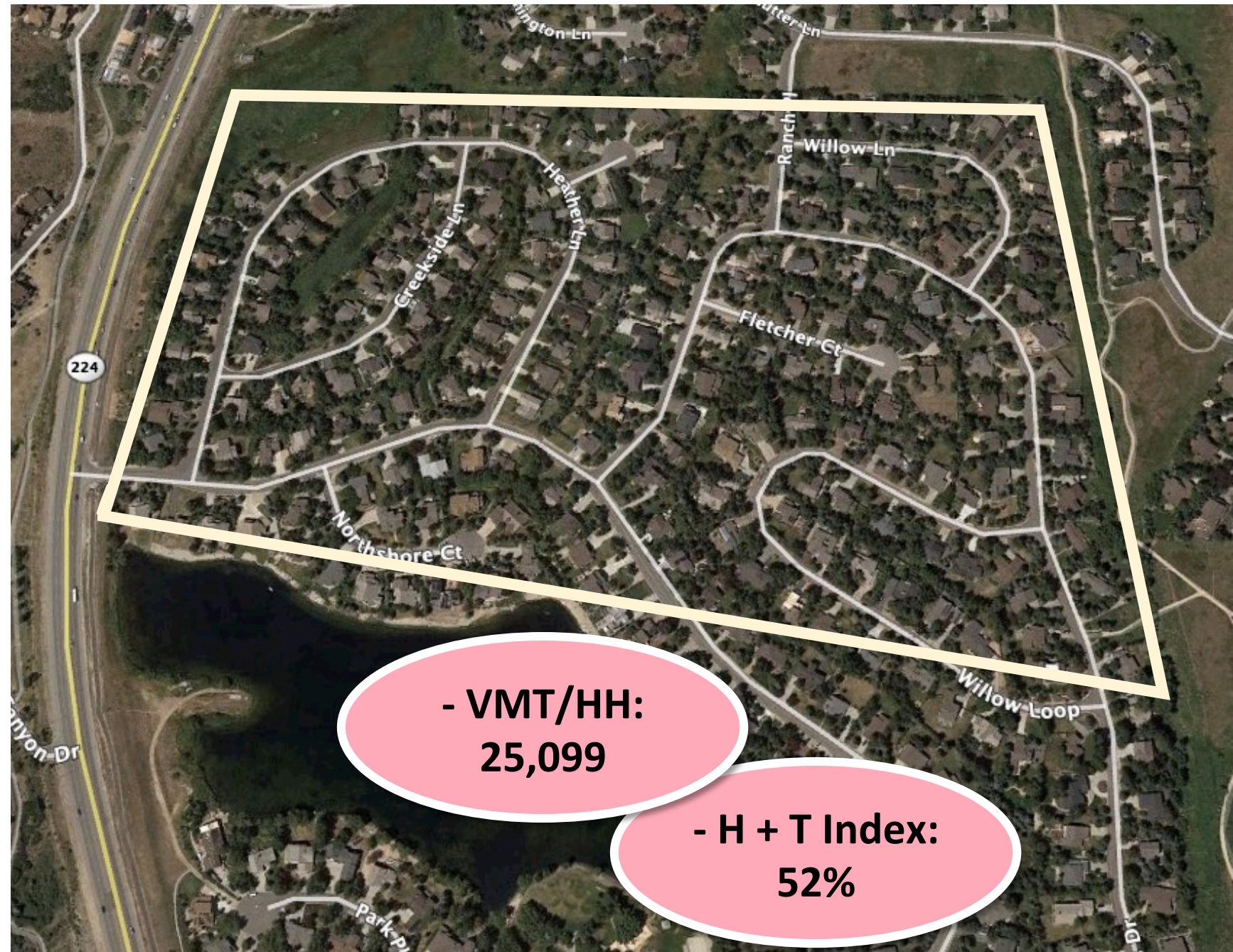
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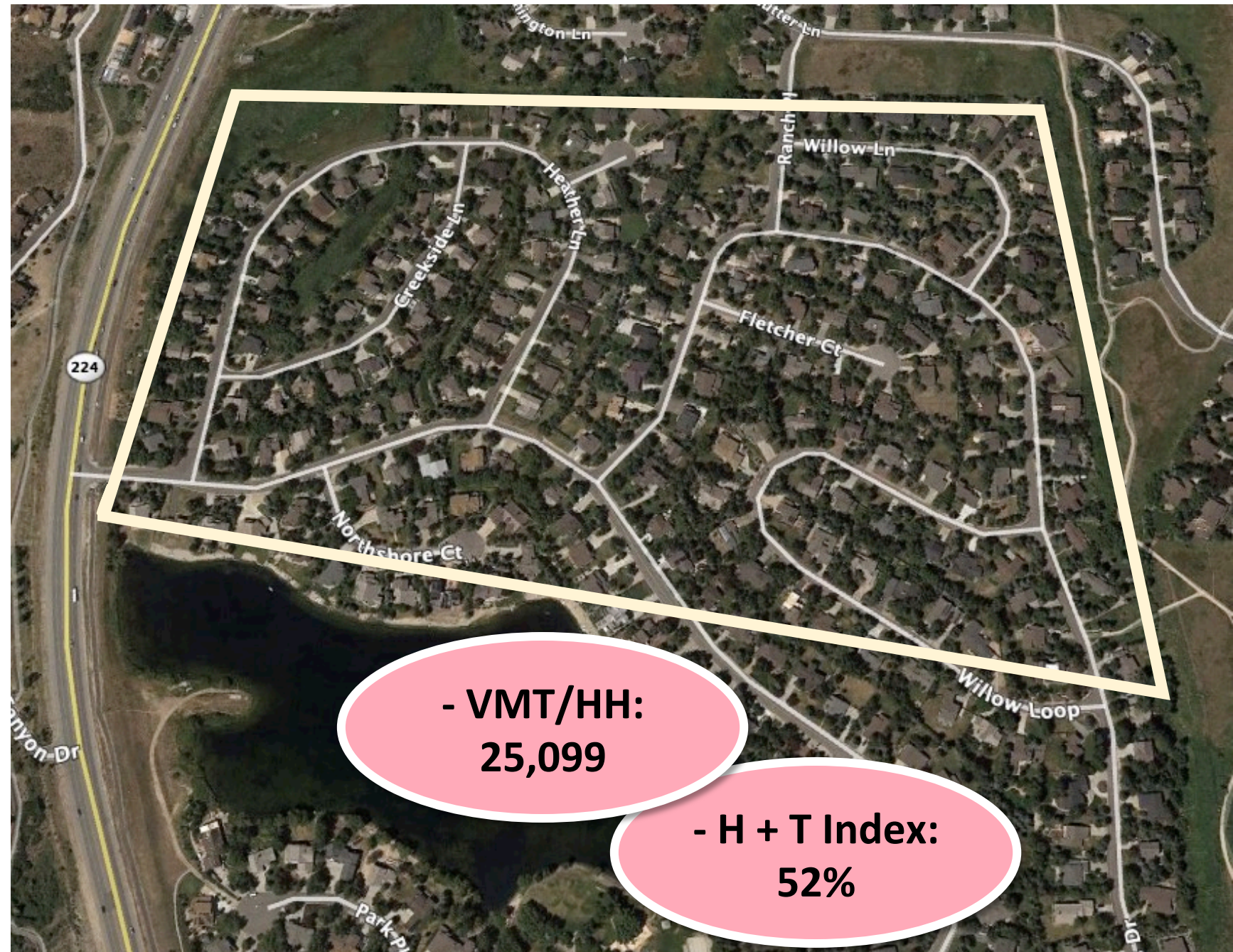
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traffic study

- 
- results
 - hourly traffic
 - seasonal traffic
 - comparison without transit
 - trip generation by land use


Traffic Impact Study

Prepared for:

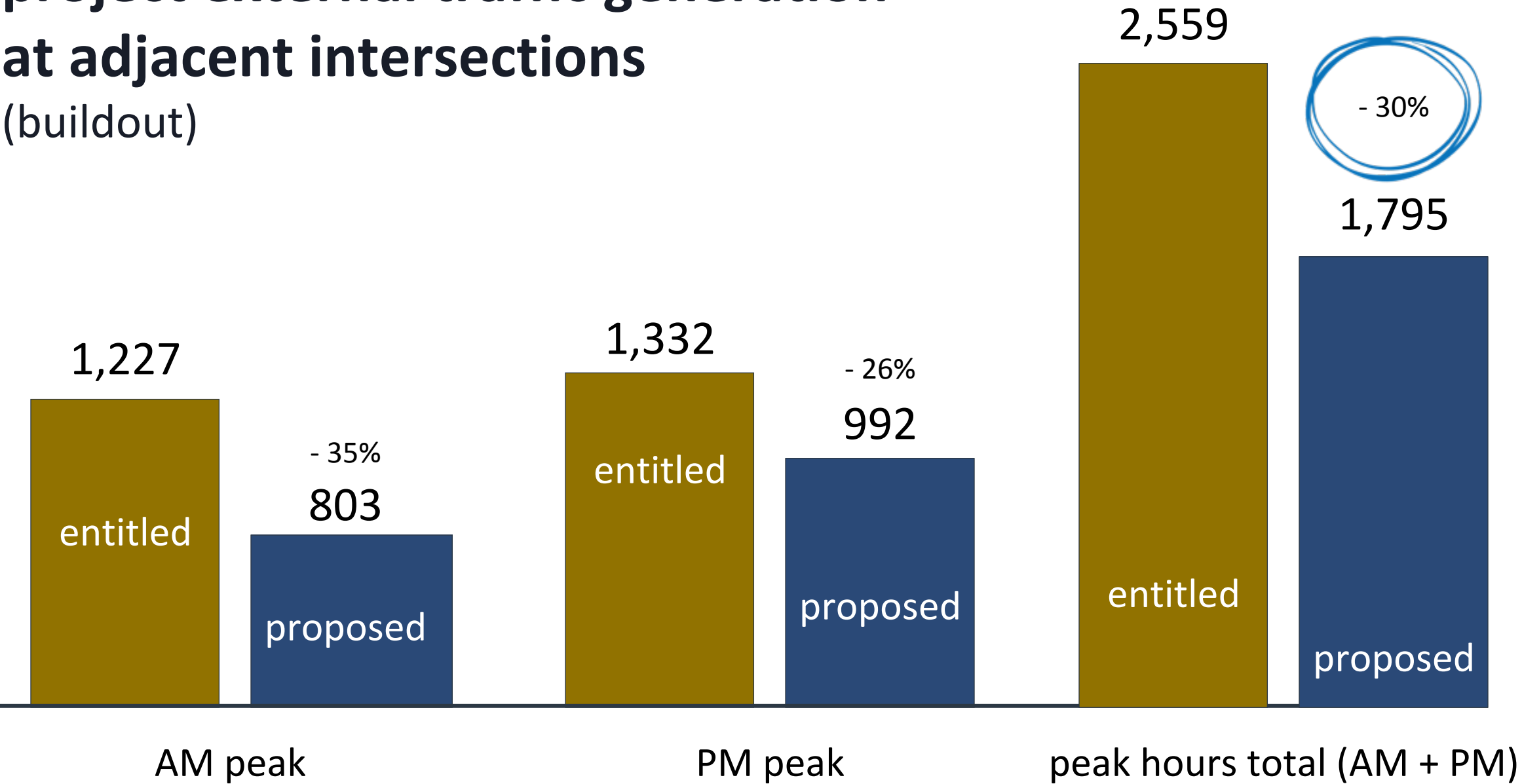
Dakota Pacific Real Estate

August 2020

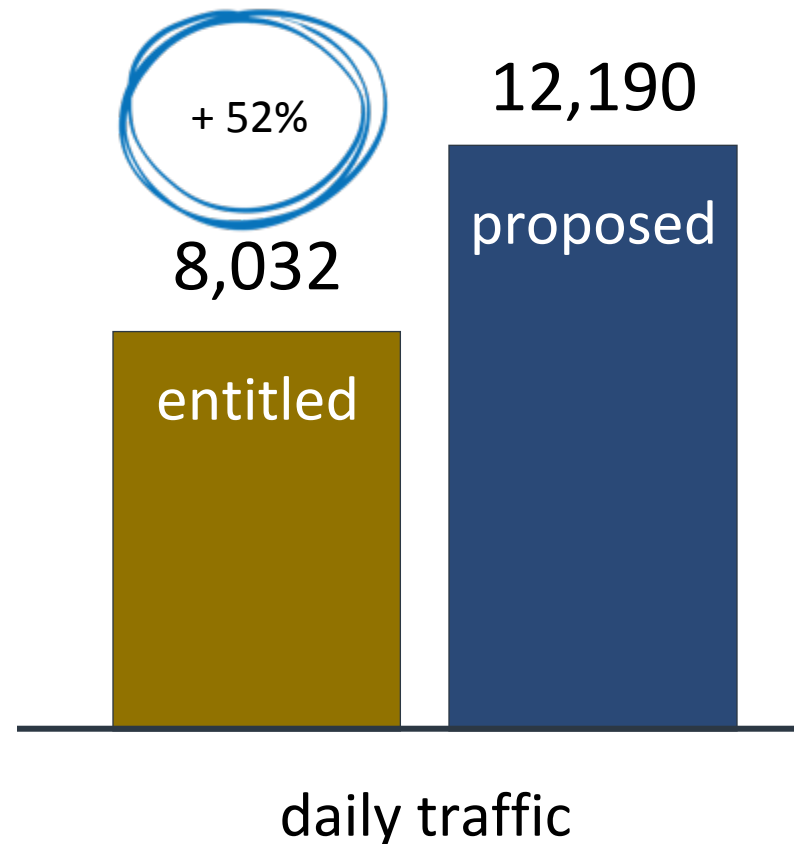
UT19-2154

FEHR  PEERS

project external traffic generation at adjacent intersections (buildout)

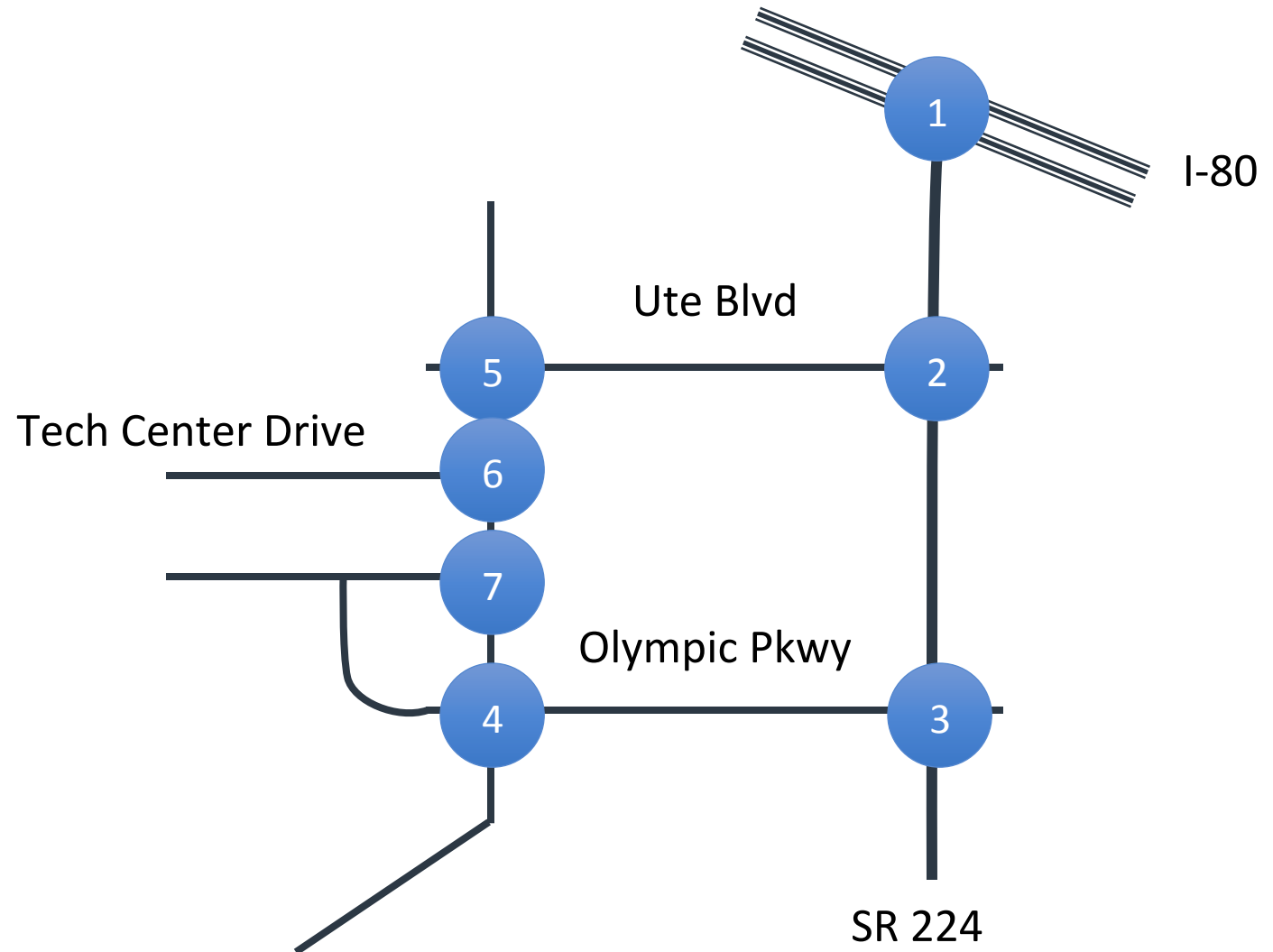


project external traffic generation at adjacent intersections (buildout)



(note change in scale from previous slide)

intersection analysis | level of service



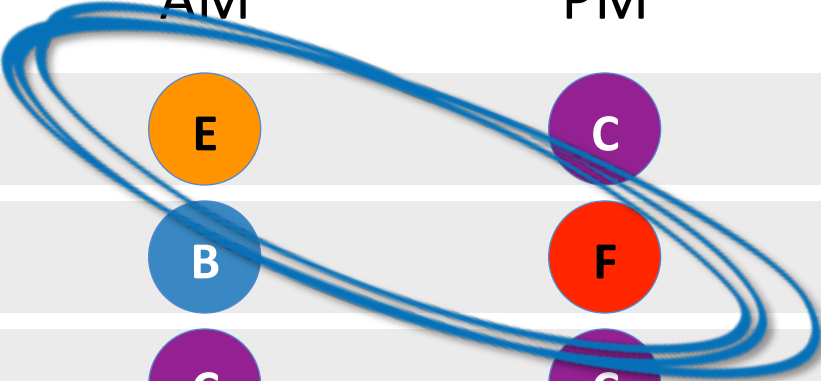
existing peak hour conditions | intersection level of service *

		AM	PM
interchange	1. SR 224 / I-80 ramps	D	C
signal	2. SR 224 / Ute Blvd	B	E
signal	3. SR 224 / Olympic Pkwy	A	C
roundabout	4. Landmark Drive / Olympic Pkwy	B	B
roundabout	5. Landmark Drive / Ute Blvd	B	C
stop sign	6. Landmark Drive / Tech Center Dr	B	C

* based on 2019 traffic counts

2028 peak hour conditions | without project

		AM	PM
interchange	1. SR 224 / I-80 ramps	E	C
signal	2. SR 224 / Ute Blvd	B	F
signal	3. SR 224 / Olympic Pkwy	C	C
roundabout	4. Landmark Drive / Olympic Pkwy	B	C
roundabout	5. Landmark Drive / Ute Blvd	B	C
stop sign	6. Landmark Drive / Tech Center Dr	B	C



2028 peak hour conditions | with project

		AM	PM
interchange	1. SR 224 / I-80 ramps	E	C
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signal	3. SR 224 / Olympic Pkwy	C	C
roundabout	4. Landmark Drive / Olympic Pkwy	B	C
roundabout	5. Landmark Drive / Ute Blvd	B	C
stop sign	6. Landmark Drive / Tech Center Dr	C	D
stop sign	7. Landmark Drive / unnamed	B	B

existing peak hour conditions | intersection level of service *

AM

PM

stop sign

Kilby Rd/Powderwood Rd.



* based on 2019 traffic counts

2028 peak hour conditions | with project

AM

PM

stop sign

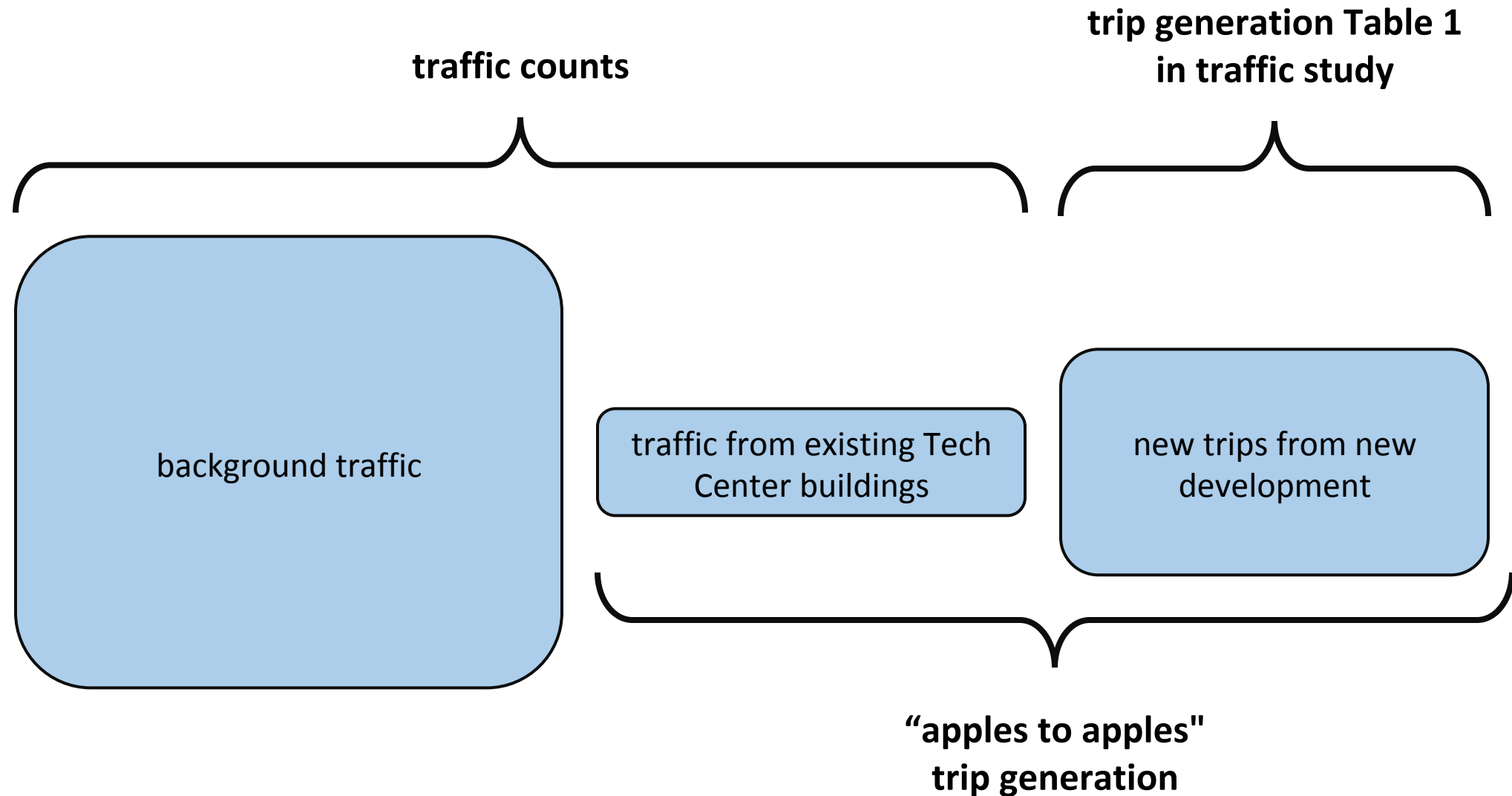
Kilby Rd/Powderwood Rd.



key qualifying details

- different frames for trip generation (“apples-to-apples”)
- traffic growth since 2007
- changes in trip generation rates (ITE manual)

“apples to apples” trip generation



traffic growth since 2007

Tech
Center



DPRE
proposal



perspective

Tech
Center

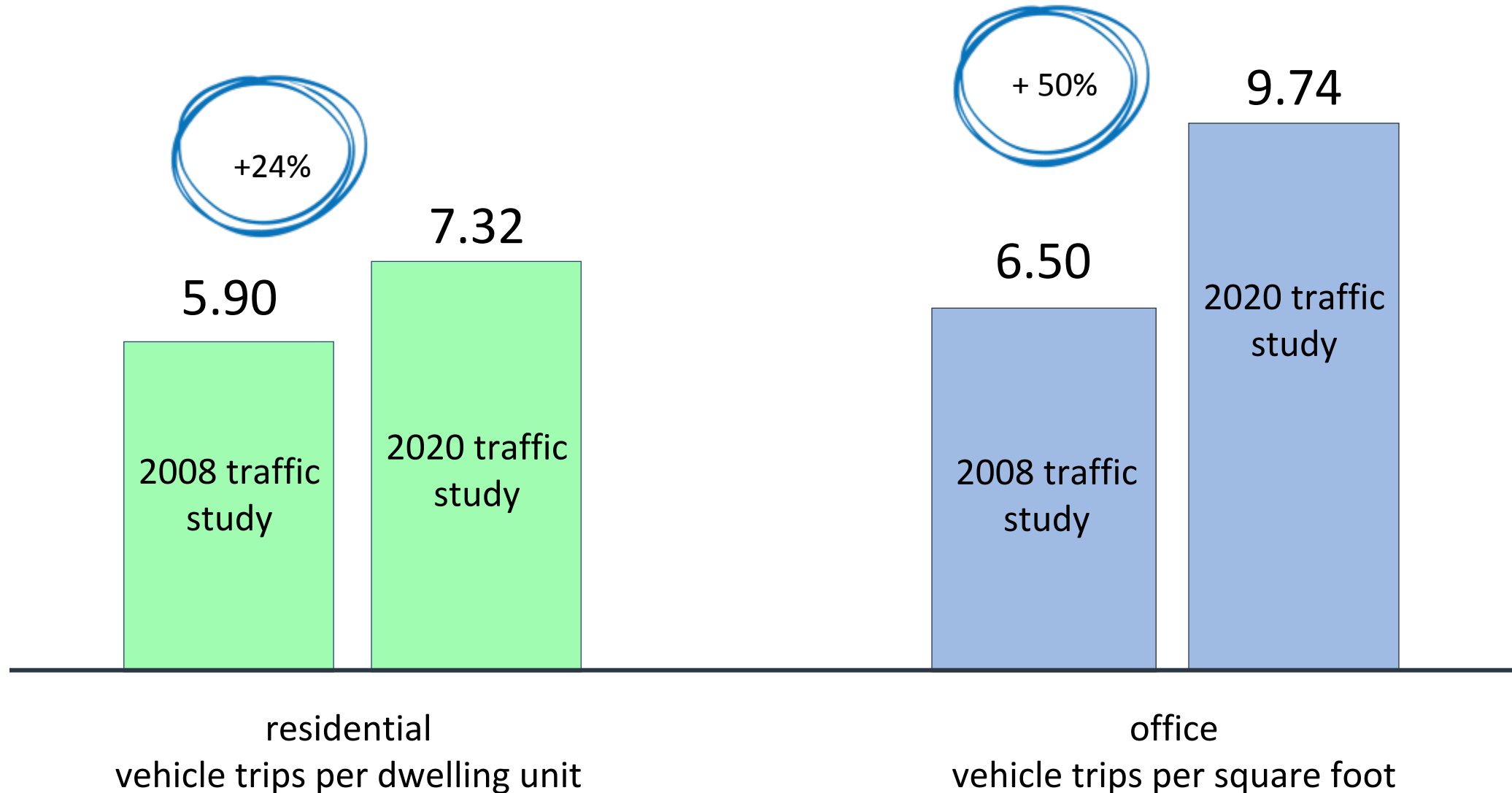


DPRE
proposal

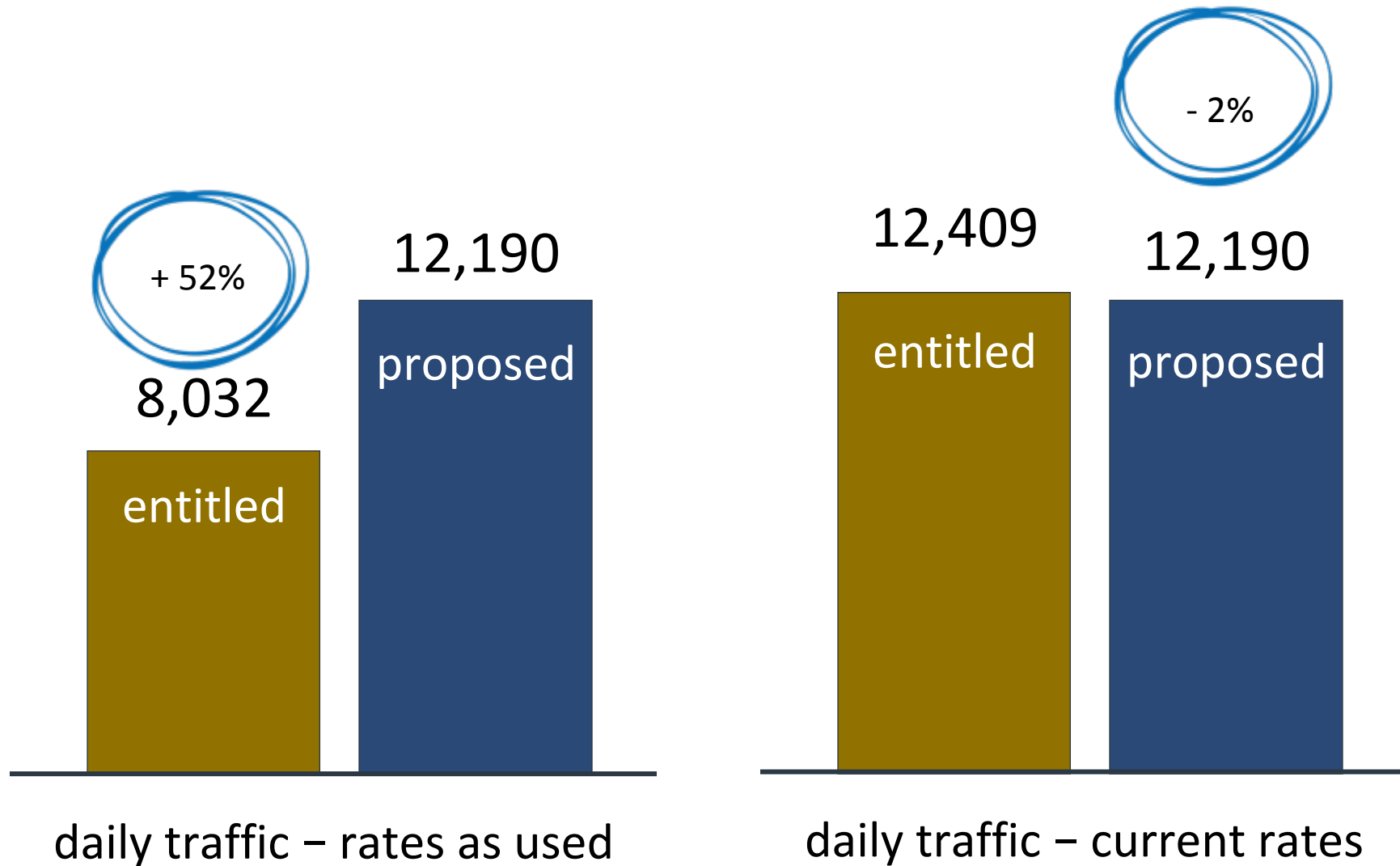


changes in trip generation rates (2008 - 2020)

2008 traffic study: 7th edition ITE Manual
2020 traffic study: 10th edition ITE Manual



project external traffic generation at adjacent intersections (buildout)



traffic study

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Traffic Impact Study

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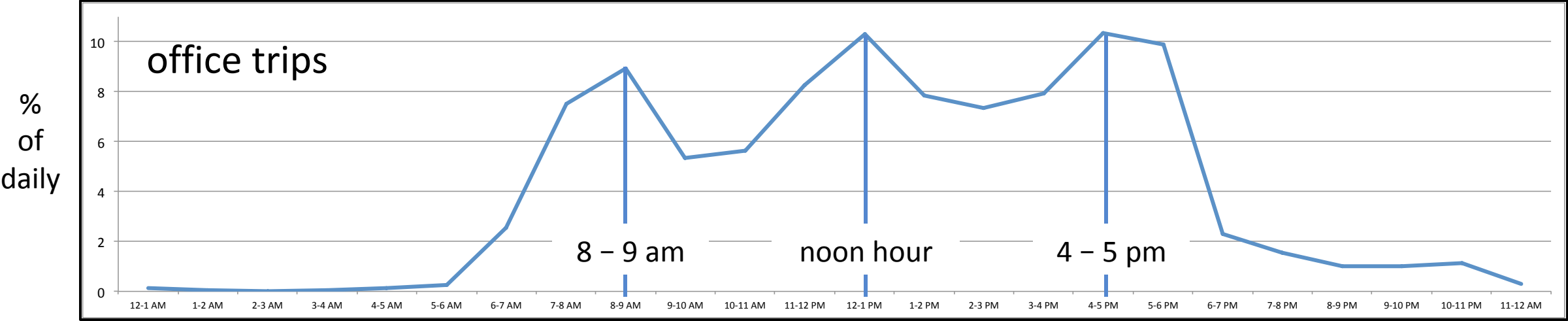
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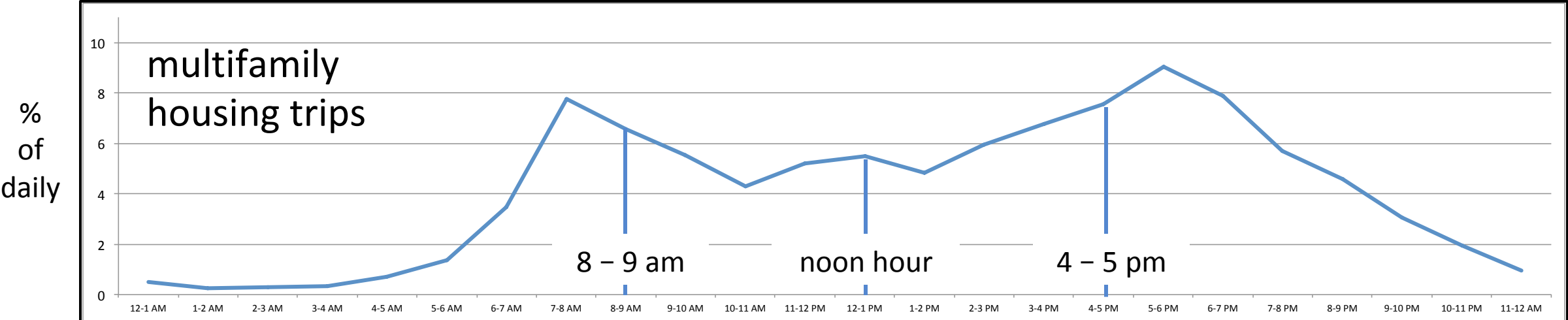
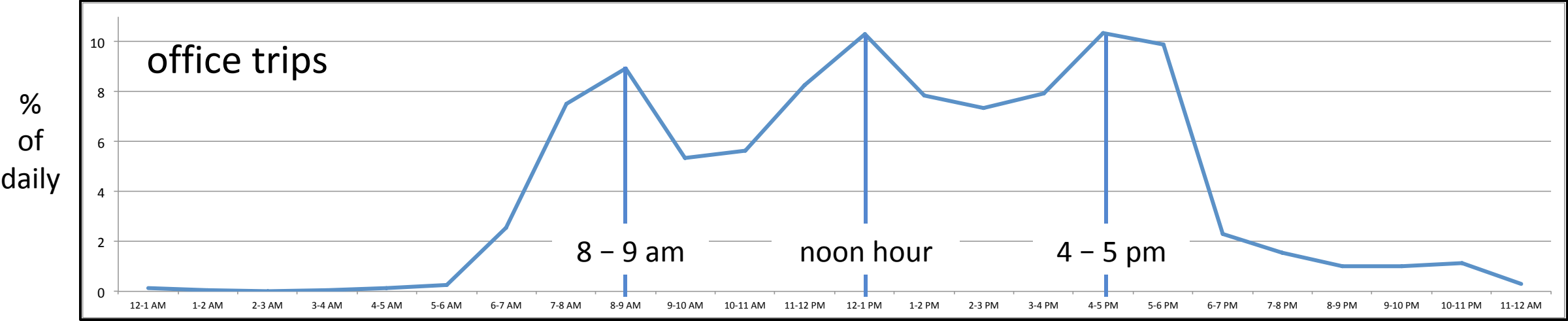
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traffic study | time of day comparison



traffic study | time of day comparison



traffic study | SR 224 & Ute Boulevard



time of day traffic delay | SR 224 & Ute Blvd

- no intersection improvements
- average delay/vehicle

	AM	PM	midday
2019	<div>0 : 1 5 B</div>	<div>1 : 0 6 E</div>	<div>0 : 1 5 B</div>
2028 w/o project	<div>0 : 1 5 B</div>	<div>1 : 4 0 F</div>	<div>0 : 1 6 B</div>
2028 w project	<div>0 : 1 5 B</div>	<div>2 : 1 6 F</div>	<div>0 : 2 3 C</div>

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Traffic Impact Study

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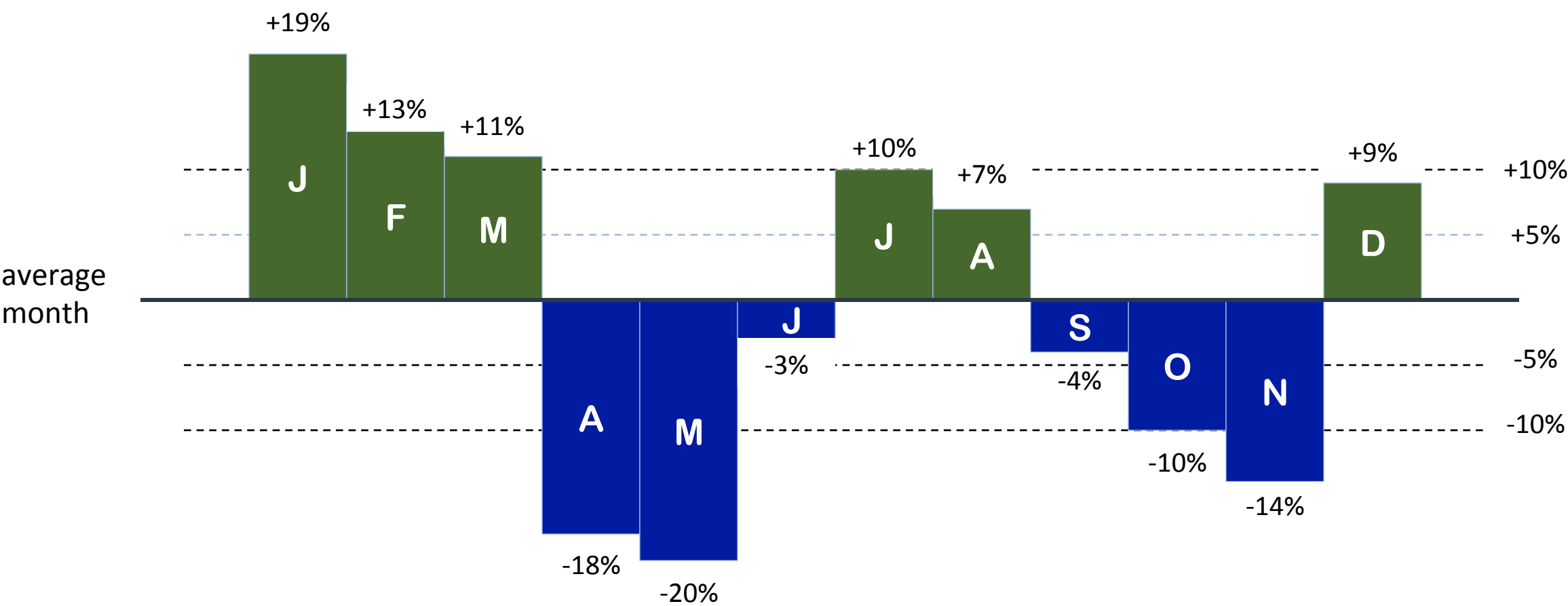
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monthly traffic | SR 224



source: Utah DOT permanent counter on SR224 – average 2008 -2017

average vs peak winter traffic | SR 224 & Ute Blvd

- no intersection improvements
- average delay/vehicle
- AM peak hour

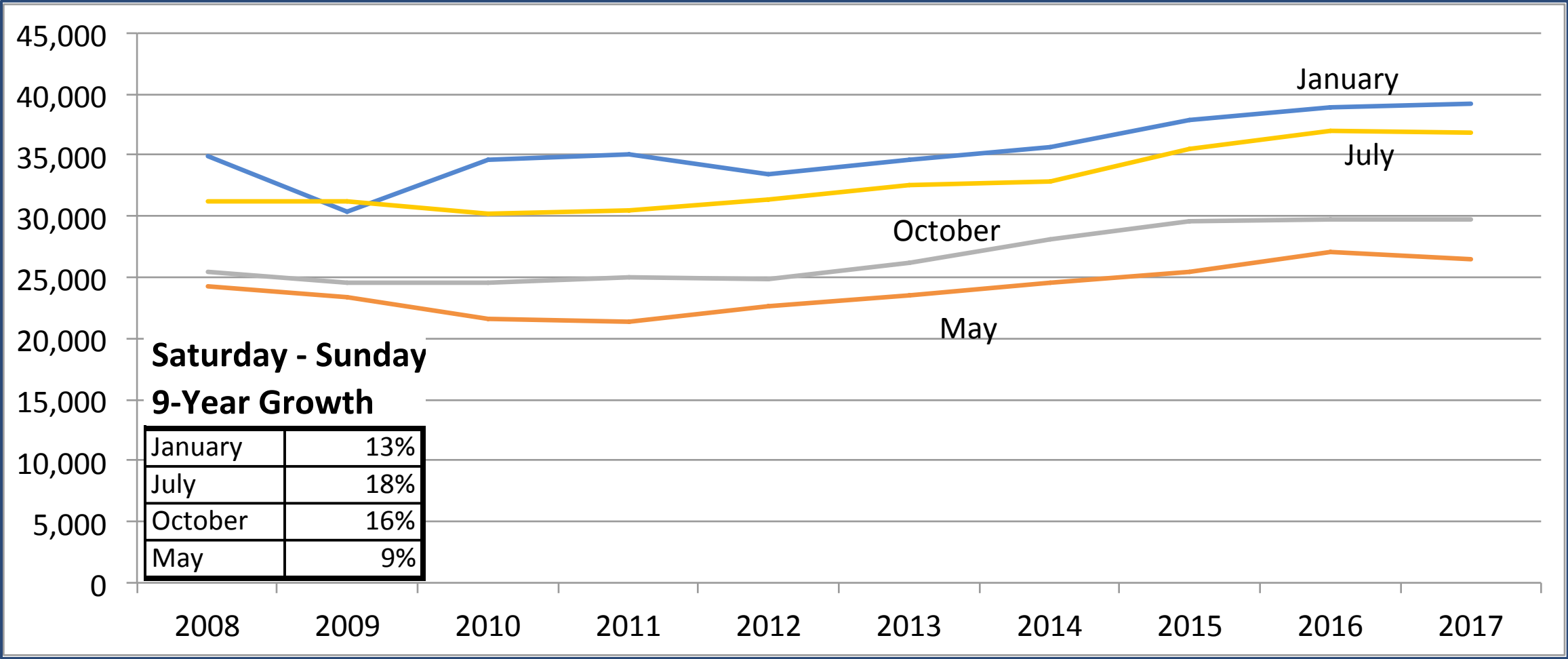
	average month	peak winter month
2019	<div>0 : 1 5</div> <div>B</div>	<div>0 : 1 7</div> <div>B</div>
2028 w/o project	<div>0 : 1 5</div> <div>B</div>	<div>0 : 2 4</div> <div>C</div>
2028 w project	<div>0 : 1 5</div> <div>B</div>	<div>0 : 3 7</div> <div>D</div>

average vs peak winter traffic | SR 224 & Ute Blvd

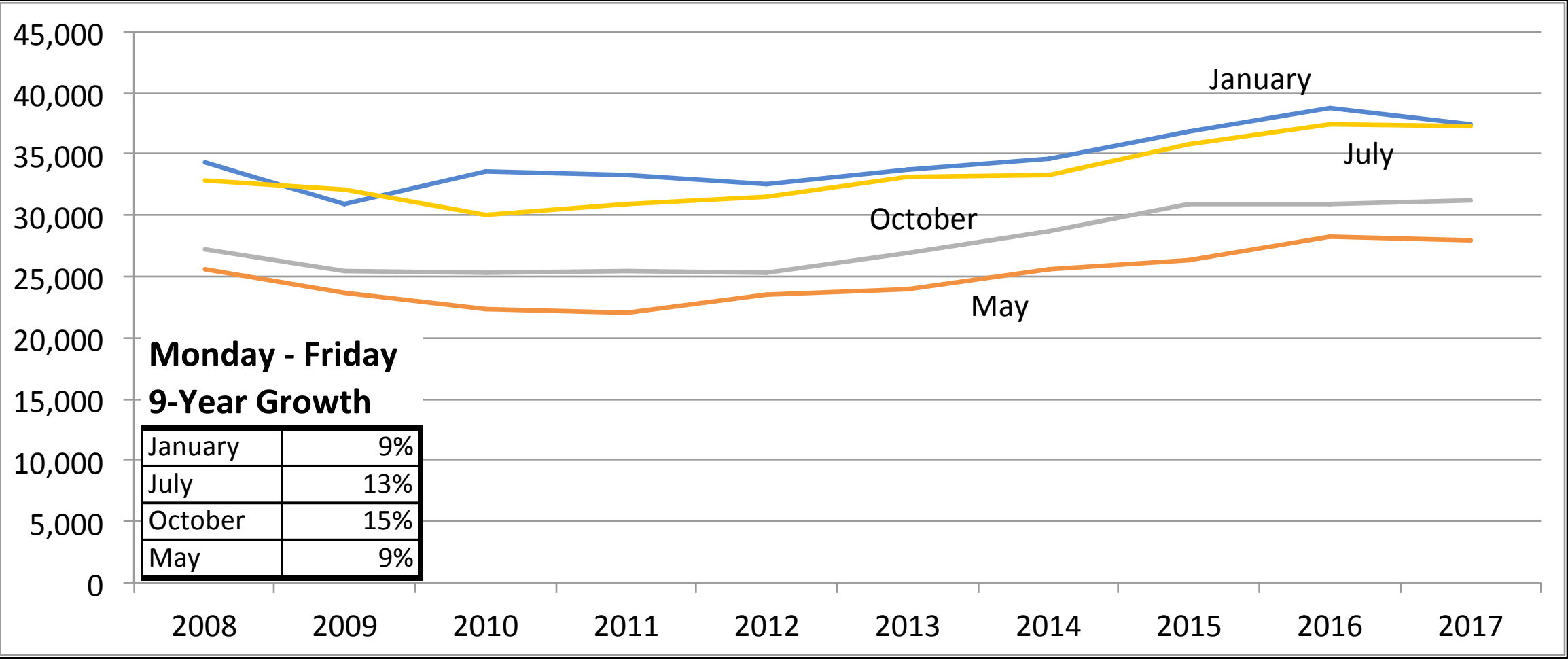
- no intersection improvements
- average delay/vehicle
- PM peak hour

	average month	peak winter month
2019	<div><div>1</div><div>:</div><div><div>0</div><div>6</div></div></div> E	<div><div>2</div><div>:</div><div><div>1</div><div>9</div></div></div> F
2028 w/o project	<div><div>1</div><div>:</div><div><div>4</div><div>0</div></div></div> F	<div><div>2</div><div>:</div><div><div>5</div><div>6</div></div></div> F
2028 w project	<div><div>2</div><div>:</div><div><div>1</div><div>6</div></div></div> F	<div><div>3</div><div>:</div><div><div>2</div><div>8</div></div></div> F

seasonal traffic growth | Saturday - Sunday



seasonal traffic growth | Monday - Friday



winter maintenance plan | snow removal & storage

sidewalks, pathways & plazas

streets & surface parking lots -> 10% of area

Area	Surface Lot SF	Roadway SF	Total SF
1	9060	63880	72940
2	39760	6900	46660
3	16140	45330	61470
4	28380	10120	38500
5	0	3540	3540
A	0	89060	89060
B	0	32120	32120
TOTAL	93340	250950	344290

Key:

- Major Roadway
- Roadway
- Surface Parking
- Snow Removal Zone

traffic study

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Traffic Impact Study

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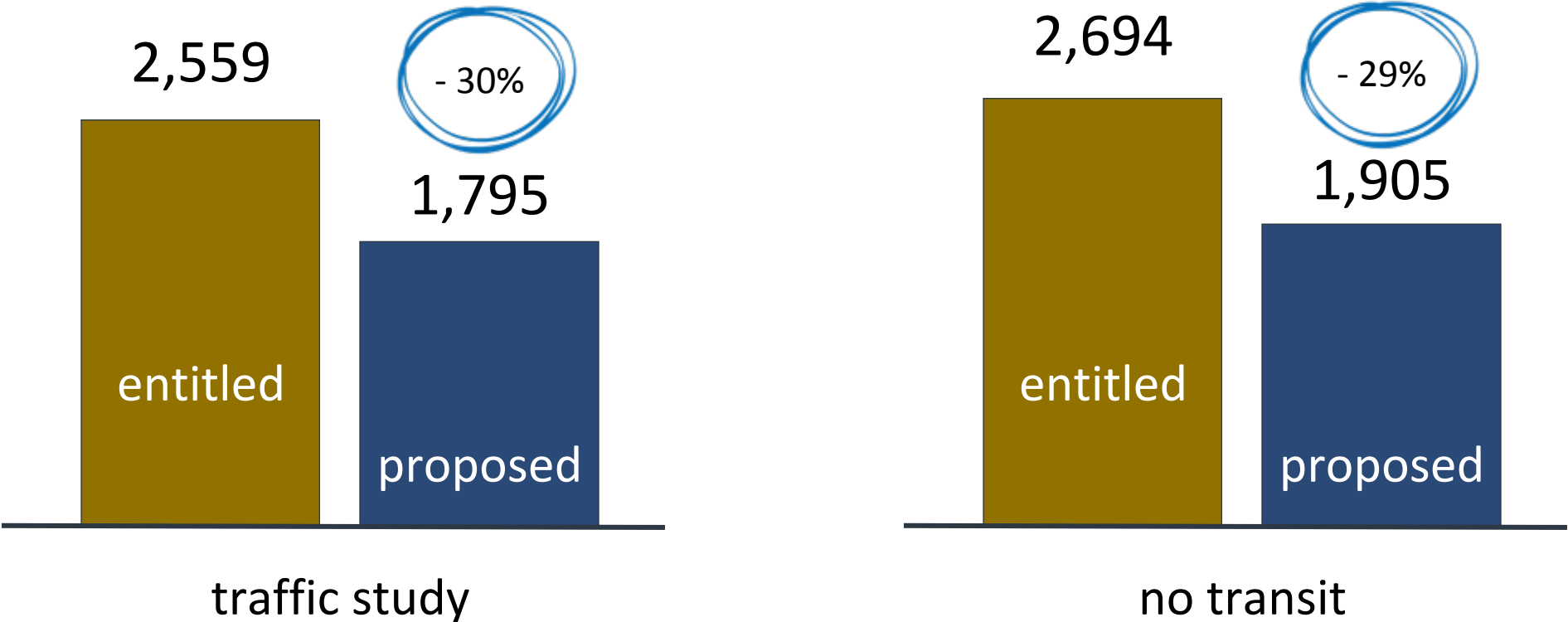
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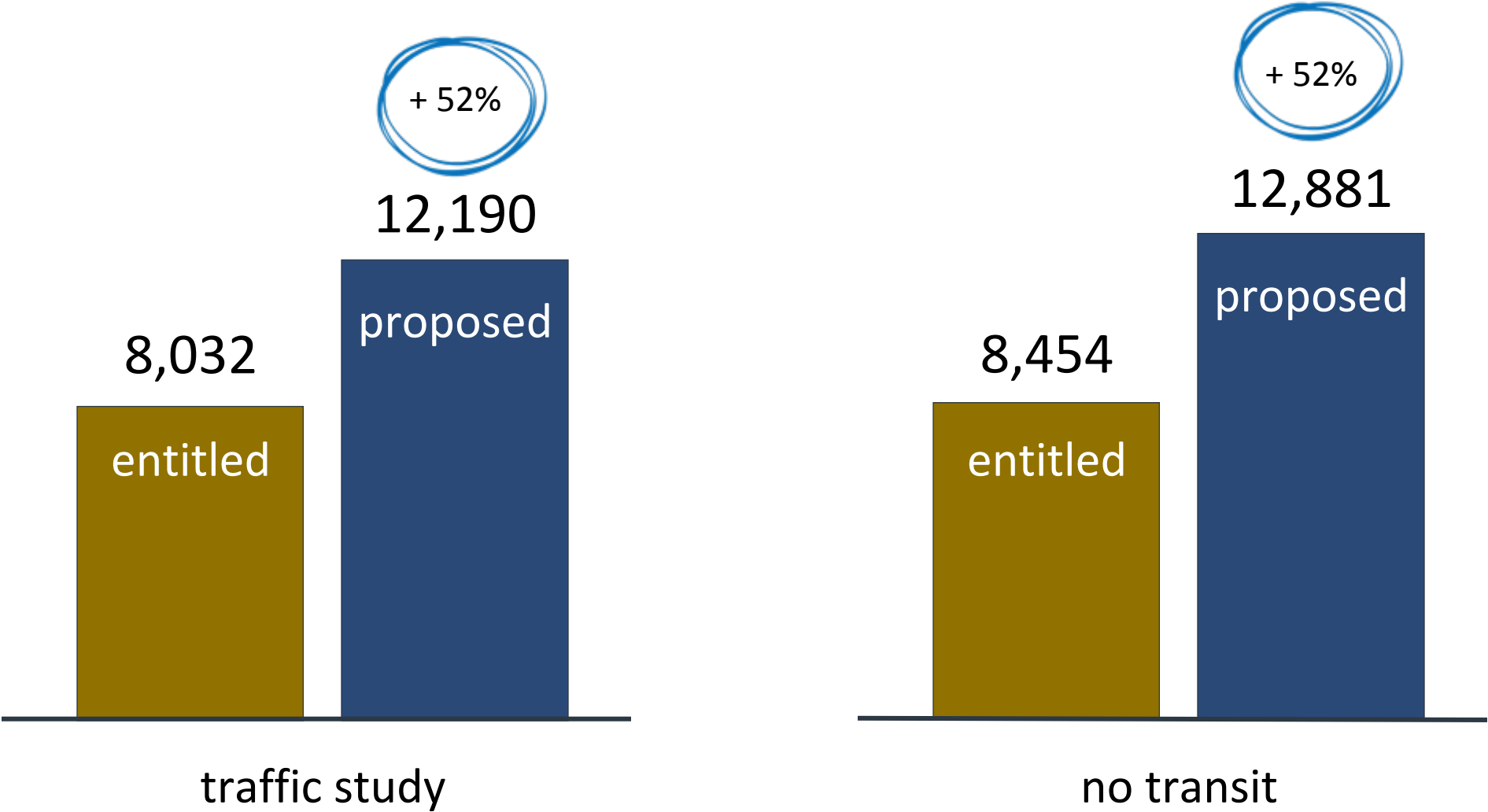
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effect of transit on trip generation – peak hours (AM + PM)



effect of transit on trip generation – daily traffic

(note change in scale from previous slide)



traffic study

- results
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Traffic Impact Study

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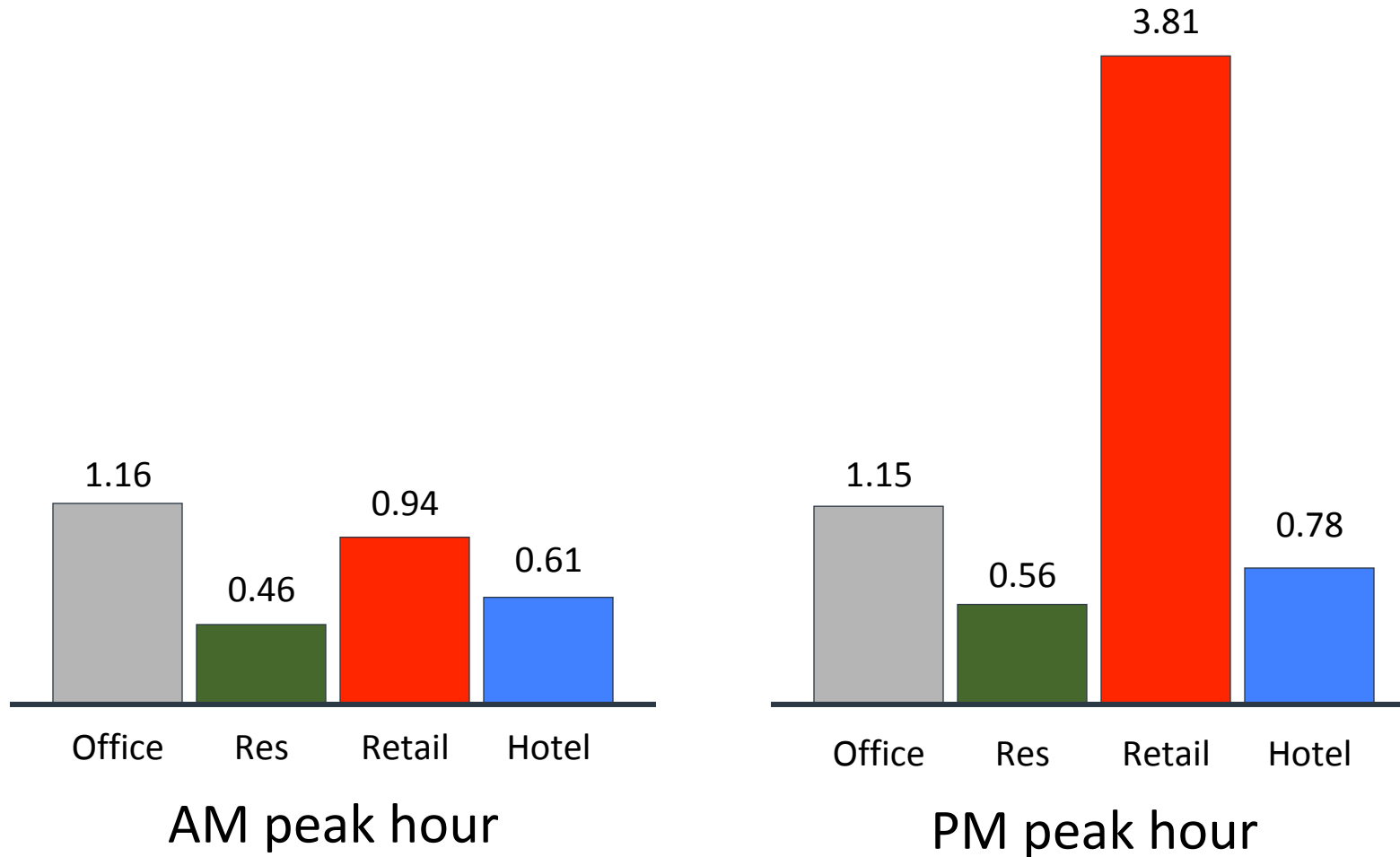
August 2020

UT19-2154

FEHR  PEERS

trip generation by land use

raw trips – no internal capture or mode share



“transit-ready development”



opportunity to plan transit & development together

+

“transit-oriented development” principles

=

“transit-ready development”

transit-ready development

high capacity transit mode continuum

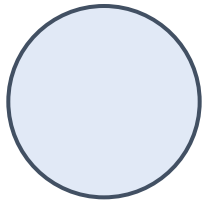


transit-ready development

development occurs at and around stations



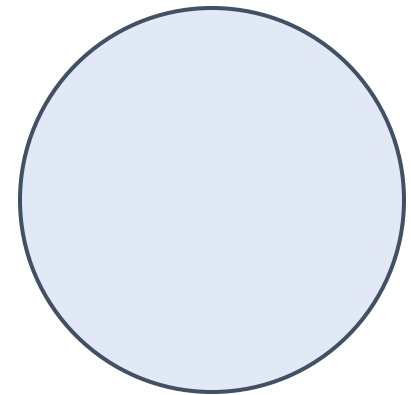
transit-oriented
zone



quarter-mile radius



transit-influence
zone



half-mile radius

transit-ready development

transit station

- ✓ ☐ hub - multimodal network
- ✓ ☐ safe walk access
- ✓ ☐ universal accessibility
- ✓ ☐ safe bicycle access, incl. trails
- ✓ ☐ plazas, squares, parks
- ✓ ☐ wayfinding
- ✓ ☐ amenities
 - shade, weather
 - seating
 - coffee, pushcarts

neighborhood

- ✓ ☐ compact form
- ✓ ☐ horizontal land use mix
- ✓ ☐ low to mid-rise density
- ✓ ☐ A+ walk environment
- ✓ ☐ narrow streets
- ✓ ☐ nearby residential buildings
- ✓ ☐ no big surface parking lots
- ✓ ☐ buildings address streets
- ✓ ☐ plazas, squares, parks

transportation

- ✓ ☐ fixed route, scheduled bus
- ✓ ☐ other transit (e.g., gondola)
- ✓ ☐ safe walk network
- ✓ ☐ safe bicycle network, incl. trails
- ✓ ☐ regional highway access
- ✓ ☐ convenience parking
- ✓ ☐ park 'n ride parking
- ✓ ☐ curb space management
- ✓ ☐ safe flow patterns

The Right Project at the Right Time





thank you



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Mobility Benefits

additional slides for Q & A