

A Vision of Transit for Park City and the Wasatch Canyons

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Final Project

CMP 6710 – Introduction to Transportation Planning

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This vision was prompted after viewing the transportation portion of Wasatch Canyons Tomorrow (<http://www.wasatchcanyons.slco.org/>). The transportation overview explored a variety of options but was limited in scope. It fails to see the “big picture” and examine how working to solve the surrounding transportation needs can be part of the solution to the transportation needs of the Wasatch Canyons.

Map 1 shows the study area with cities and highlights the FrontRunner commuter rail line (in blue) and the TRAX light rail lines (in red) as they will exist by the end of 2013. **Map 2** shows the seven ski resorts in the Cottonwood Canyons (Alta, Brighton, Snowbird, Solitude) and the Park City area (The Canyons, Deer Valley, Park City Mountain Resort) and highlights the ski lifts at the resorts.

FrontRunner to Park City: As illustrated on **Map 3**, the new FrontRunner line would connect Park City to Salt Lake Central Station via Parleys Canyon. At Salt Lake Central Station passengers would be able to transfer to the existing FrontRunner line running between Ogden and Provo. The new FrontRunner line would include intermediate stops at Kimball Junction, Parleys Junction (the mouth of Parleys Canyon), and at Sugar House.

Engineering the FrontRunner line would not be an easy task. Connecting the new FrontRunner line from the existing FrontRunner line near 2100 South to Sugar House, would likely require placing the line in an underground tunnel. From Sugar House to the mouth of Parleys Canyon, the new line could be placed along the north shoulder of Interstate 80. From the mouth of Parleys Canyon to Kimball Junction, the new line would require several aerial structures along with another tunnel. From Kimball Junction to Silver Creek Junction, the new line could be placed along the south shoulder of Interstate 80. From Silver Creek Junction to Park City, the new line could follow the old Union Pacific right of way and current Union Pacific Rail Trail.

Additionally a bicycle/pedestrian trail could be built paralleling the new FrontRunner line. The trail would connect to the Union Pacific Rail Trail, the Great Western Trail, the Bonneville Shoreline Trail, and the Jordan River Trail via Parleys Trail.

East Bench TRAX: As illustrated on **Map 4**, the new TRAX line would connect to the existing University/Medical Center TRAX line just east of the South Campus Station and feature stops in Salt Lake City, Holladay, Cottonwood Heights, and Sandy before terminating at the South Jordan FrontRunner Station. The line would also serve the mouths of Emigration, Parleys, Millcreek, Big Cottonwood, and Little Cottonwood Canyons.

From the existing TRAX line, the new TRAX line could run in the center of Foothill Boulevard to the mouth of Parleys Canyon. Aerial structures would be required to cross above the Interstate 80/Interstate 215 interchange and cross the previously proposed new FrontRunner line. From the mouth of Parleys Canyon to 6200 South, the new line could run along the east shoulder of Interstate 215. From 6200 South to 9400 South, the new line could use a combination of center running and side running alignments along Wasatch Boulevard. From Wasatch Boulevard to Rio Tinto Stadium, the new line could run in the center of 9400 South, with the portion from Wasatch Boulevard to 2300 East sharing the same lanes as traffic due to the narrow right of way.

From Rio Tinto Stadium to the South Jordan FrontRunner Station, the new line could run in the center of the frontage road and use the 10000 South underpass to cross under Interstate 15.

Park City Streetcar: As illustrated on **Map 5**, the Park City streetcar line would connect the Kimball Junction FrontRunner Station to the Park City FrontRunner station and then further connect Main Street in downtown Park City.

From the Kimball Junction FrontRunner Station to the Park City FrontRunner Station, the new streetcar line could run in the center of highway 224. From the Park City FrontRunner Station to 9th Avenue, the new line could share the same lanes as traffic and then continue along Main Street via 9th Avenue.

Inter-resort Aerial Tram: As illustrated on **Map 6**, the inter-resort aerial tram system would connect the Park City FrontRunner Station with all seven resorts. The system would consist of four lines: one line connecting the Park City Mountain Resort, one line connecting Deer Valley, one connecting The Canyons, and one line connecting Solitude, Brighton, Alta, and Snowbird.

An inter-resort aerial tram system would provide several benefits. The previously-isolated resorts could now function as a mega-resort. Road closures due to avalanche control in Big and Little Cottonwood Canyons would no longer strand residents and resort-goers in the canyons. The character of an aerial tram would fit well with the existing ski lifts and would provide tourists with great views.

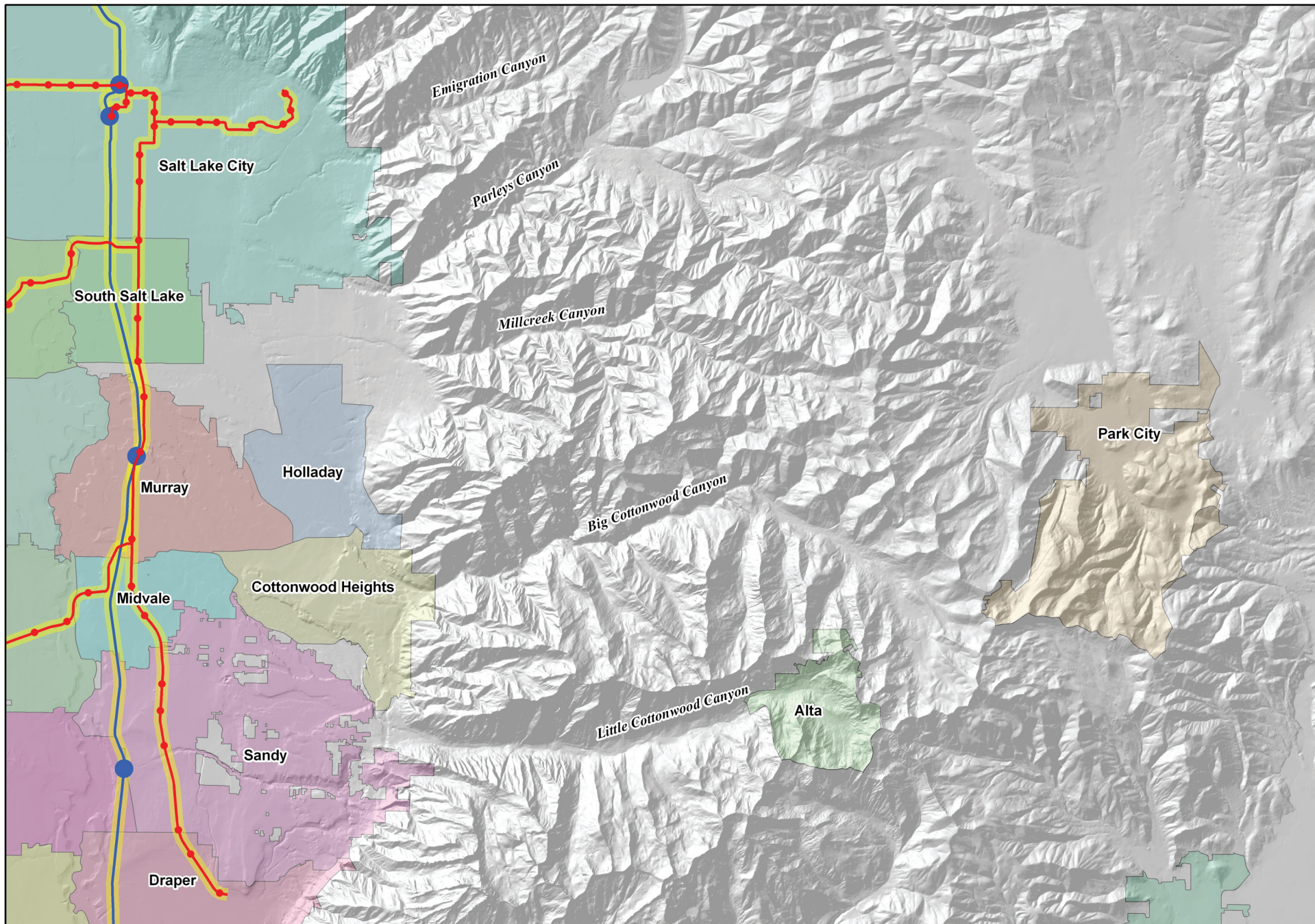
Canyon Busses: As illustrated on **Map 7**, there would be a bus system consisting of five routes. The Emigration Canyon route would connect Emigration Canyon to the East Bench TRAX line. The Millcreek Canyon route would connect Millcreek Canyon to the East Bench TRAX line. The upper section of this route would be closed during the winter (shown in dashed lines). The Big Cottonwood Canyon route would connect Big Cottonwood Canyon to the East Bench TRAX line. The Little Cottonwood Canyon route would connect Little Cottonwood Canyon to the East Bench TRAX line. The upper section of this route would be closed during the winter (shown in dashed lines). The Guardsman Pass route would connect Brighton to the Park City FrontRunner Station. The upper section of this route would be closed during the winter (shown in dashed lines).

Canyon Parking Permits: As illustrated on **Map 8**, parking permits would be required for Millcreek Canyon, Big Cottonwood Canyon, and Little Cottonwood Canyon. The parking permits would be required to park anywhere along the road in the three canyons, at all Forest Service recreation facilities, and in the resort parking lots of Solitude, Brighton, Alta, and Snowbird.

The purpose of requiring parking permits would be to encourage visitors to the three canyons to use methods of transportation other than driving, which would reduce the amount of traffic in the canyons and reduce pollution and other environmental impacts. Revenues generated from the parking permits could be used to improve and maintain Forest Service facilities in the three canyons. Additionally with less parking needed at the resorts, land previously used for parking could be repurposed for higher and better uses.

Main Street in Park City: As illustrated on **Map 9**, the portion of Main Street in Park City would be closed to motor-vehicles between 9th Street and Swede Alley creating a pedestrian zone. The Park City streetcar line would run through the center of the new pedestrian zone, providing an easy connection between downtown Park City and the Park City FrontRunner Station.

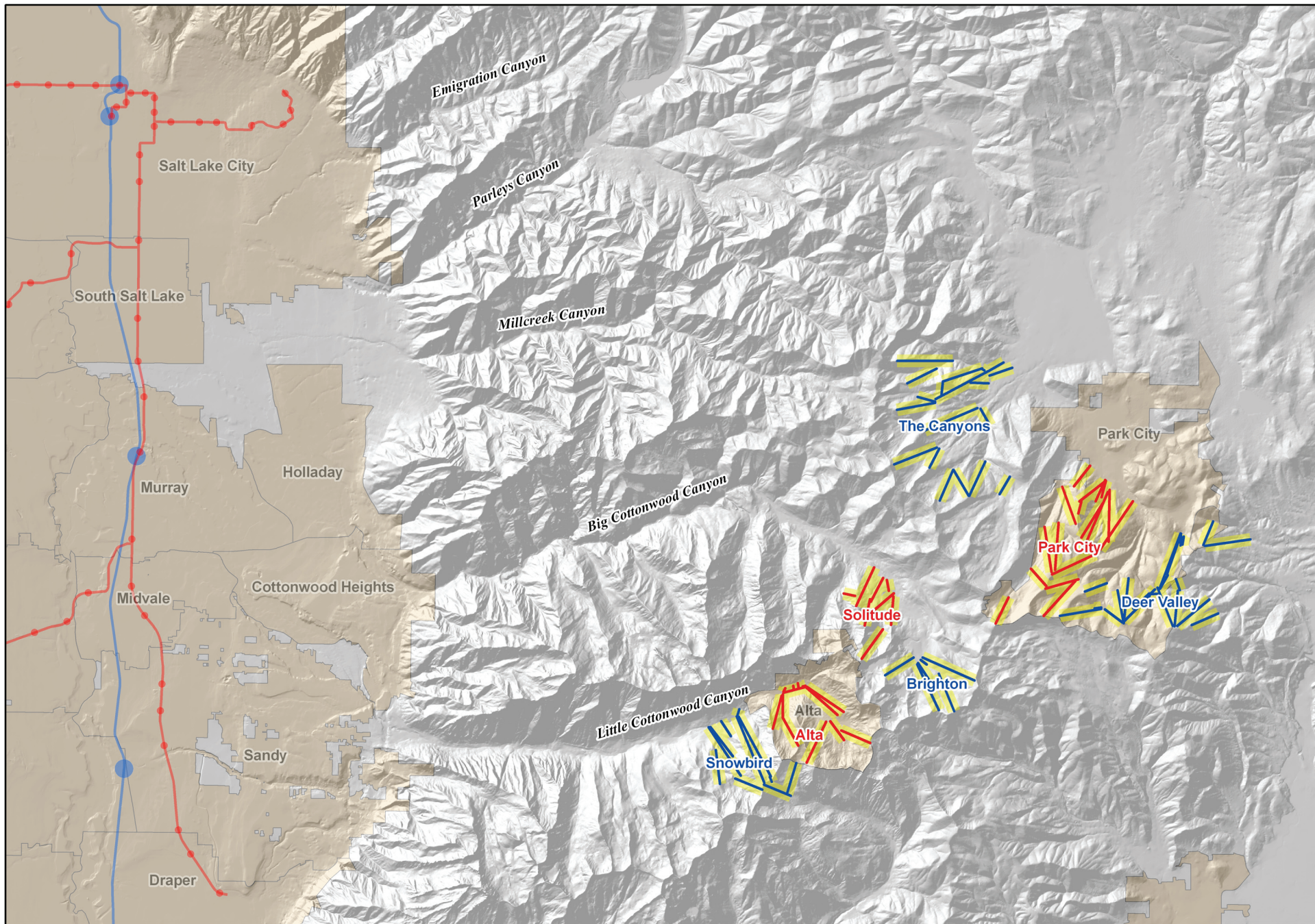
Finally **Map 10** gives an overview of the entire system.



Map 1: Cities and Existing TRAX and FrontRunner

0 1 2 3 4 5 Miles 1:175,000

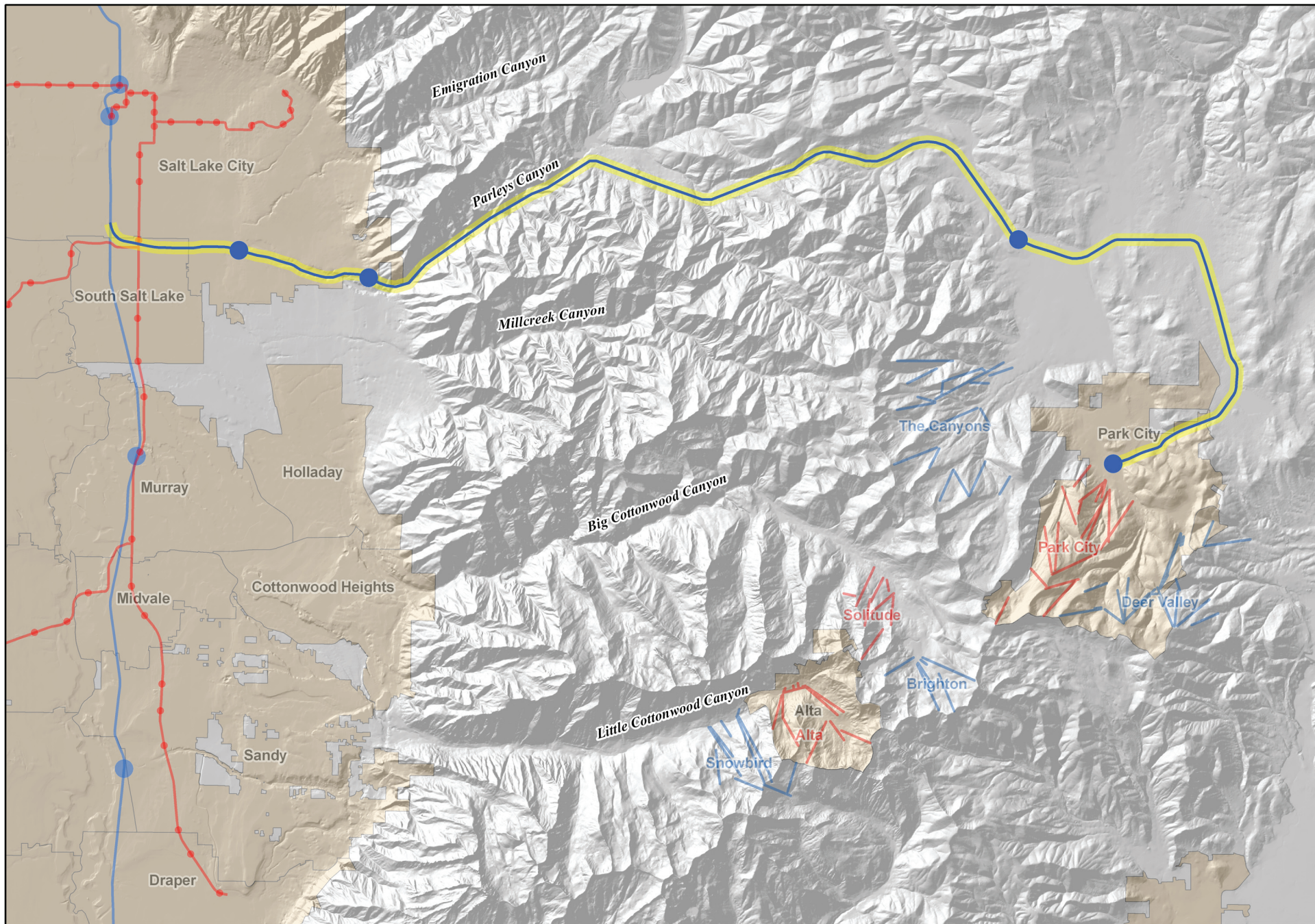




Map 2: Resorts and Ski Lifts

0 1 2 3 4 5 Miles 1:175,000

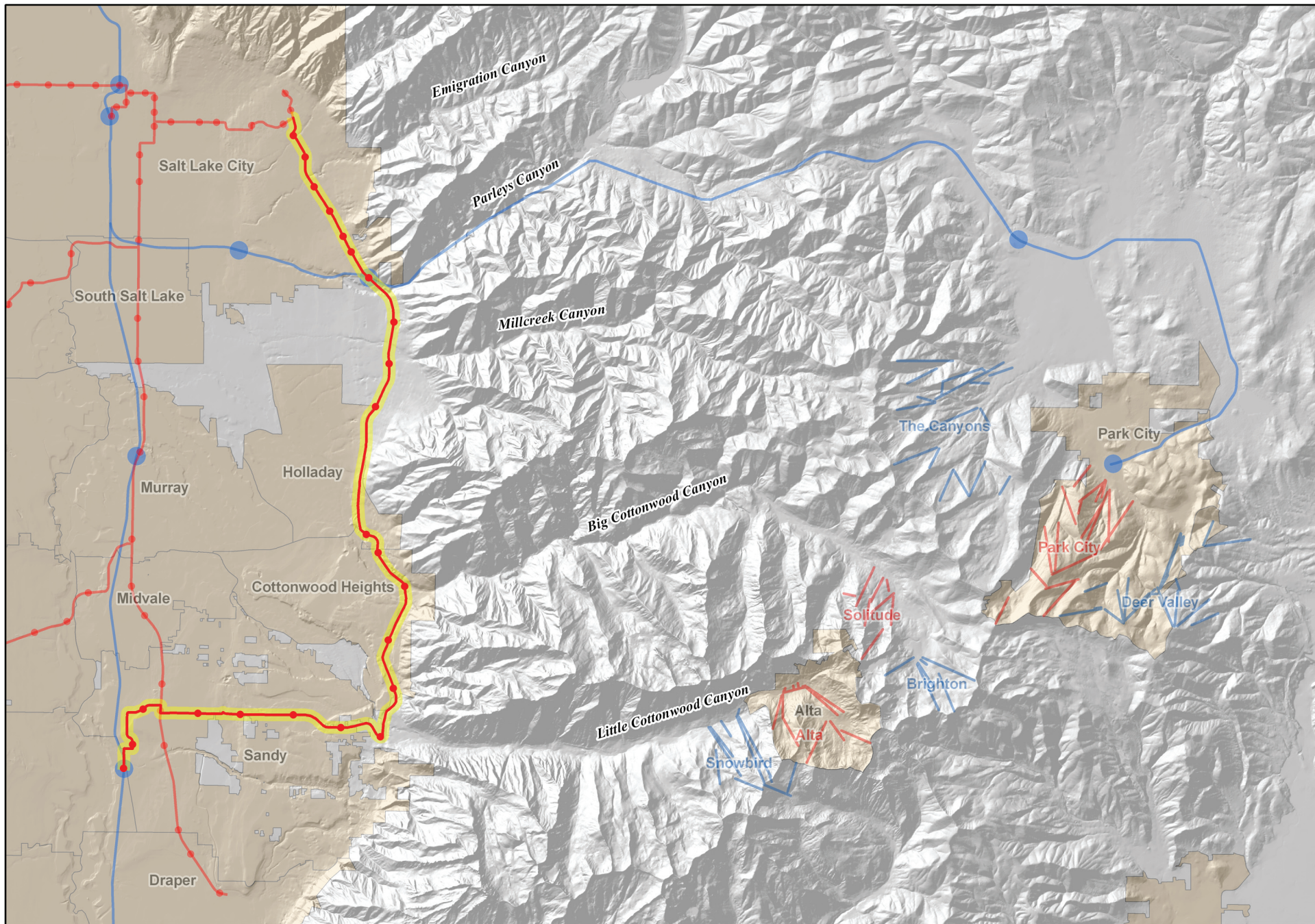




Map 3: FrontRunner from Salt Lake City to Park City

0 1 2 3 4 5 Miles 1:175,000

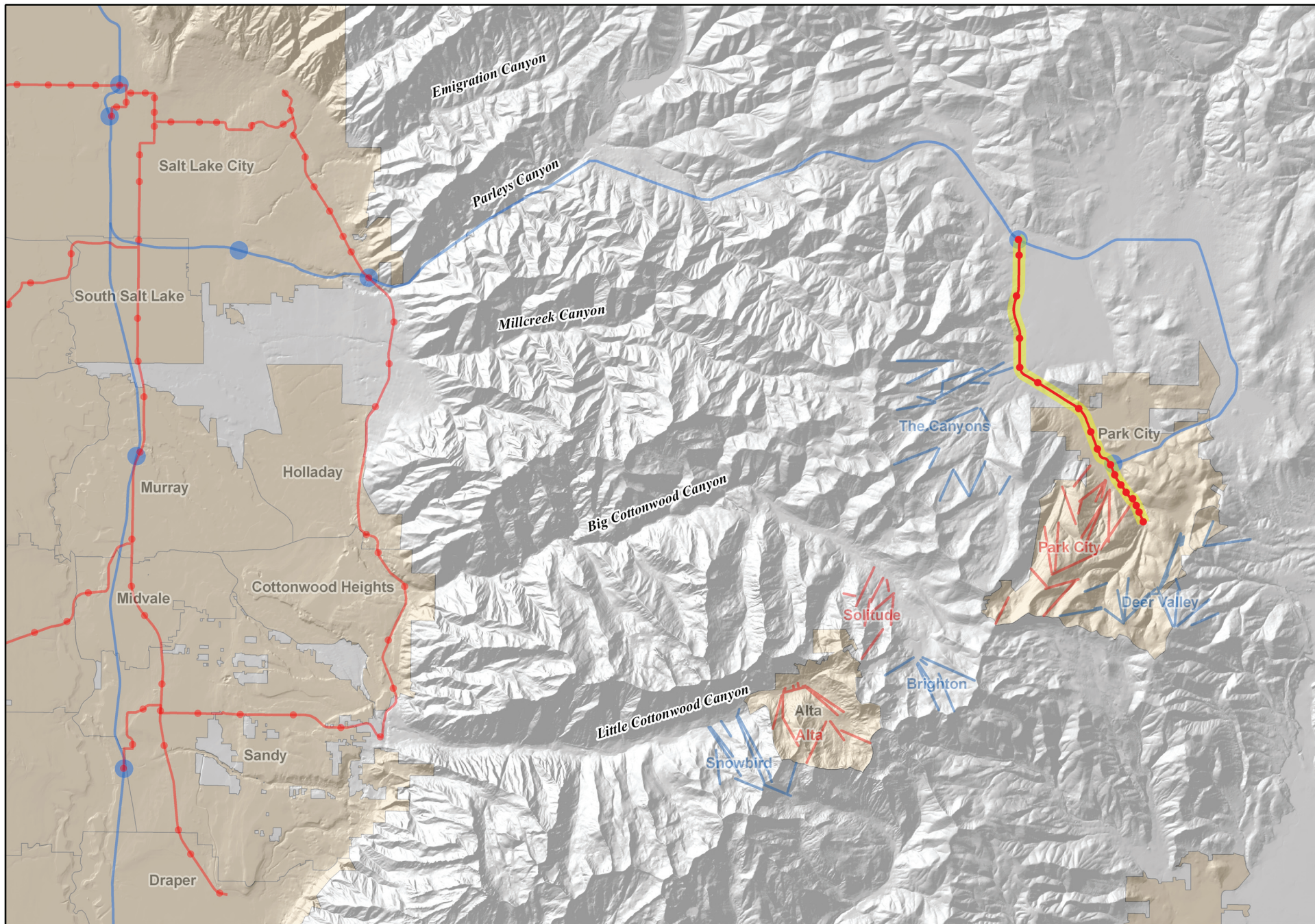




Map 4: East Bench TRAX

0 1 2 3 4 5 Miles 1:175,000

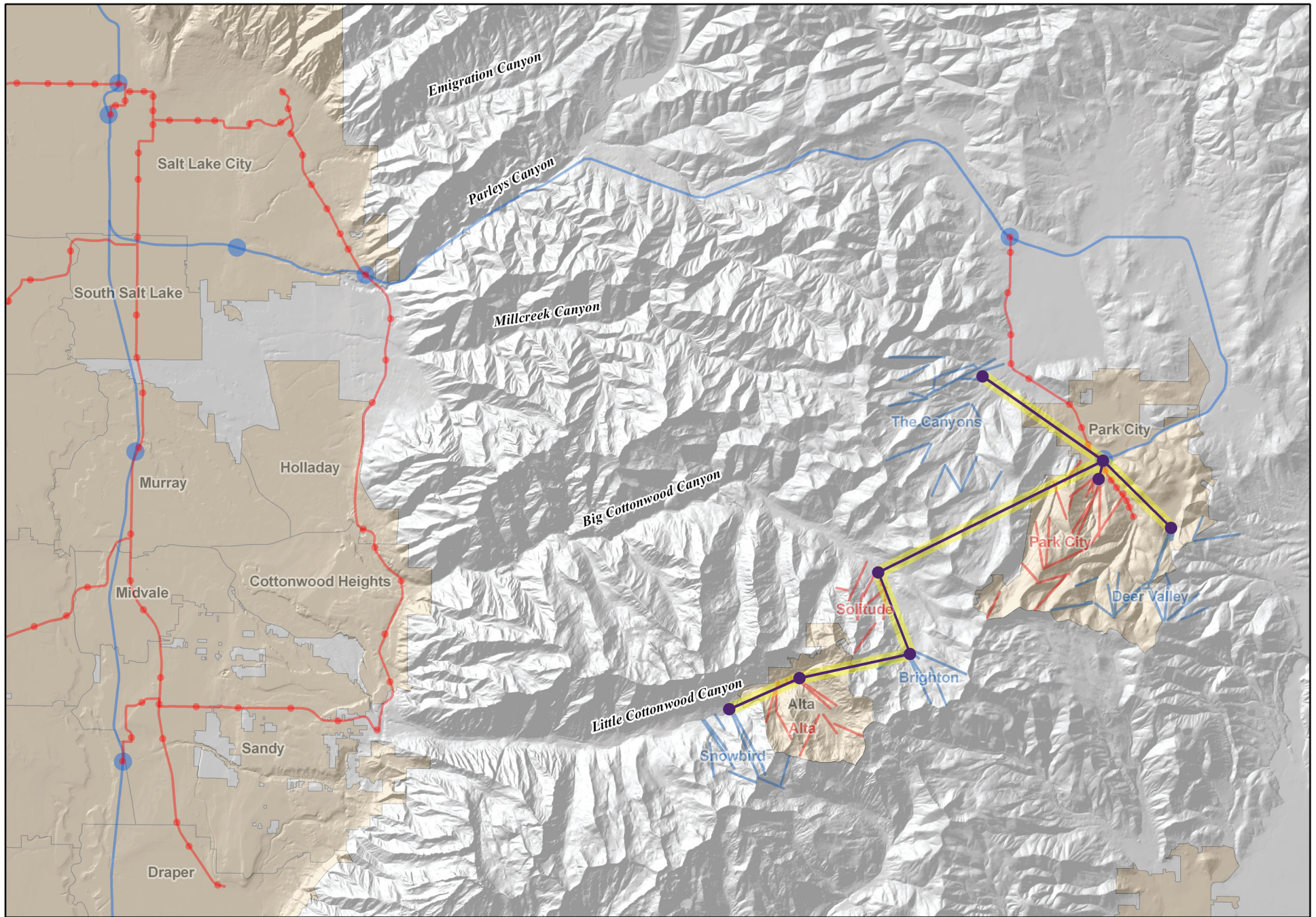




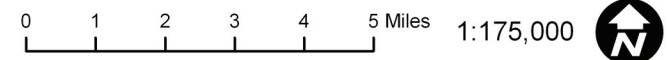
Map 5: Park City Streetcar

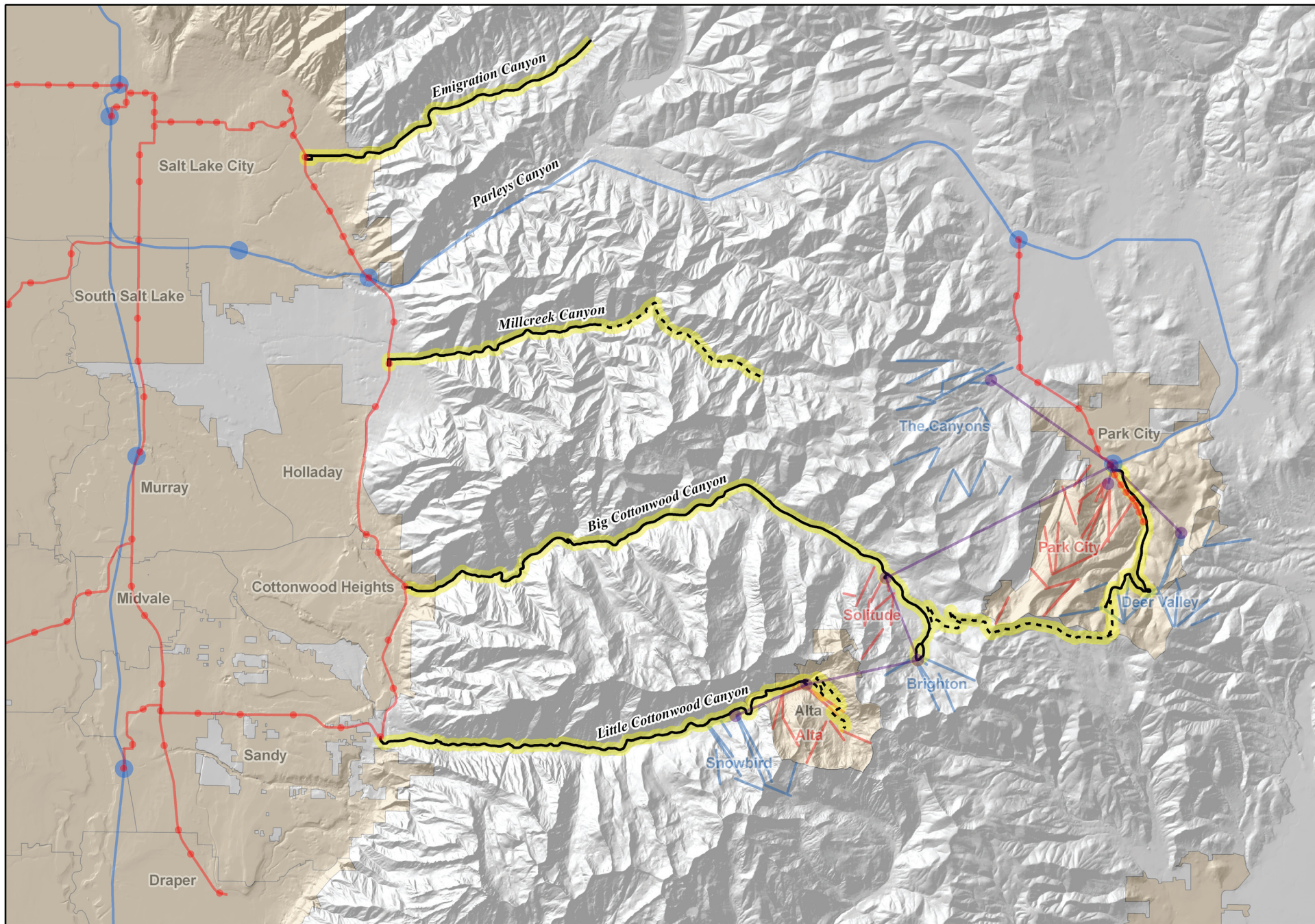
0 1 2 3 4 5 Miles 1:175,000





Map 6: Inter-Resort Tram

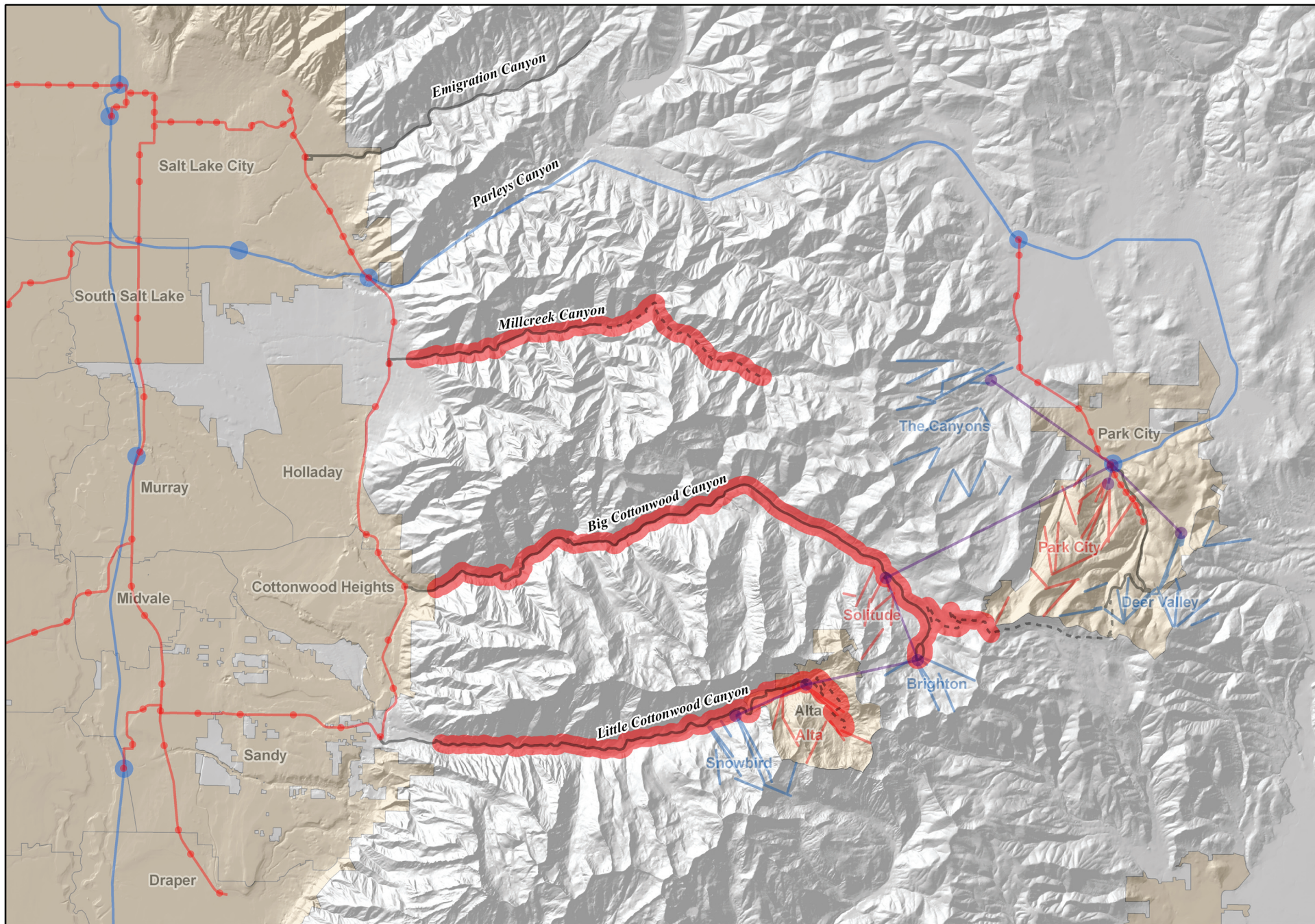




Map 7: Canyon Busses

0 1 2 3 4 5 Miles 1:175,000





Map 8: Parking Permits

0 1 2 3 4 5 Miles 1:175,000



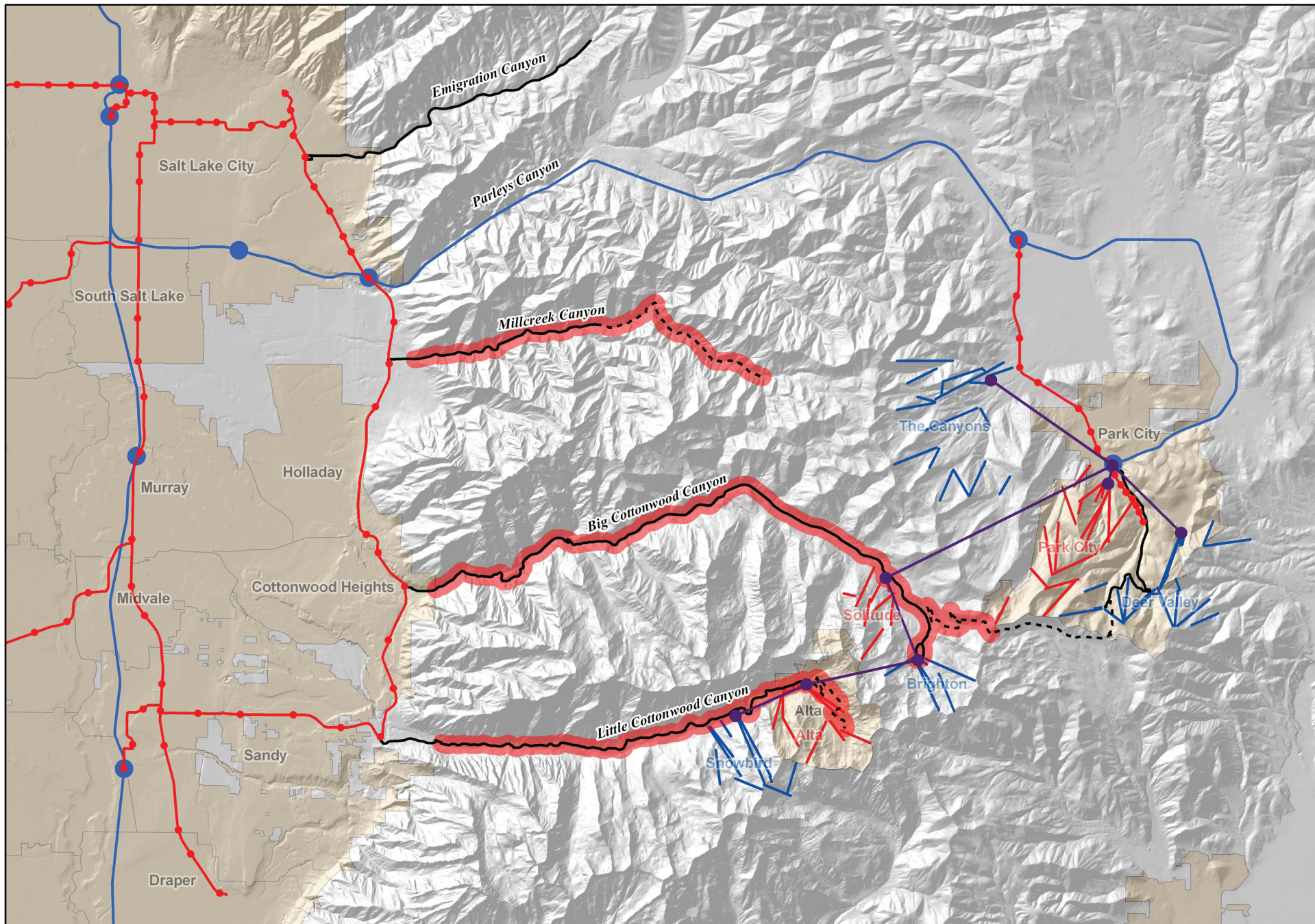


Map 9: Downtown Park City

0 100 200 300 400 500 600 700 800 900 1,000 Feet

1:5,000





Map 10: Overview

0 1 2 3 4 5 Miles

1:175,000

