Alta Town Council

Staff Report

To: Town Council
From: Chris Cawley, Assistant Town Administrator
Re: Town of Alta Commercial Core Planning, Past and Present Efforts
Date: December 4, 2019
Attachments: Town of Alta Commercial Core Active Transportation Implementation Plan; various parking inventory graphics

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Background

The Town of Alta is currently working with Wasatch Front Regional Council (WFRC) staff to refine and prioritize concepts developed in past planning efforts and take action to implement the highest priority concepts. WFRC staff presented to the Alta Town Council on the project in October. The presentation on the agenda for the December 11th Alta Town Council meeting is part of this ongoing project. **We do not intend to solicit specific input during the presentation, but we anticipate discussing the materials presented and our next steps at the council's discretion.**

The lineage of Commercial Core planning efforts and their respective end dates is as follows:

--Town of Alta General Plan Amendment, Section 4.3 *Town Center Commercial* (2013)
--Base Facilities Zone Update (2014)
--Commercial Core Plan (2016) and related general plan amendment (2016)
--Commercial Core Active Transportation Implementation Plan (CCATIP) (2019)
--Commercial Core Prioritization Plan (ongoing)

Town of Alta Commercial Core Active Transportation Implementation Plan

The CCATIP was conducted in the wake of the Commercial Core Plan and an amendment to the Town of Alta General Plan, in which the town identified goals for improvements in the commercial core. One of these goals was to improve conditions for pedestrians and bicyclists along the SR-210 corridor. The CCATIP was developed by town staff and corridor stakeholders in a process facilitated by consultants, who were hired under a grant from WFRC. The final report developed by our consultants is posted on the town

website under "General Plan and Studies," and can be accessed here: https://townofalta.com/wp-content/uploads/2019/08/Alta_Commercial-Core_04.29.19.reduced.pdf I will refer to portions of the document by page number throughout this report.

The process followed by the CCATIP project team included several project team meetings, a public open house at Our Lady of the Snows in early fall 2017, and presentations to the Alta Town Council and Planning Commission in 2017 and 2018. Our consultants provided a range of potential new roadway elements including lane and crosswalk striping; vertical/barrier elements intended to create physical separation between moving vehicles and people; and traffic calming and speed control elements (pp 14-19). The first phase of the project involved a week of vehicle, pedestrian, and bicycle use data, which indicated that average traffic volumes, vehicle speeds, and pedestrian/bicycle use were all significant enough to warrant traffic calming efforts and other measures to promote safer conditions in the corridor (pg. 7).

These elements were developed into two iterations of concept drawings. The first drawings (pp 20-25) generated enough critical feedback that a few concepts were ruled out or substantially altered (pp 29-31). The second range of drawings illustrated several concepts that resonated with UDOT maintenance personnel and town staff, and to date two of those concepts have been implemented to some extent—the traffic calming island or "median" west of the Rustler Lodge, and the crosswalk painted near the Alta Lodge guest entry ramp.

Roadblocks to Further Implementation of CCATIP and Other Concepts

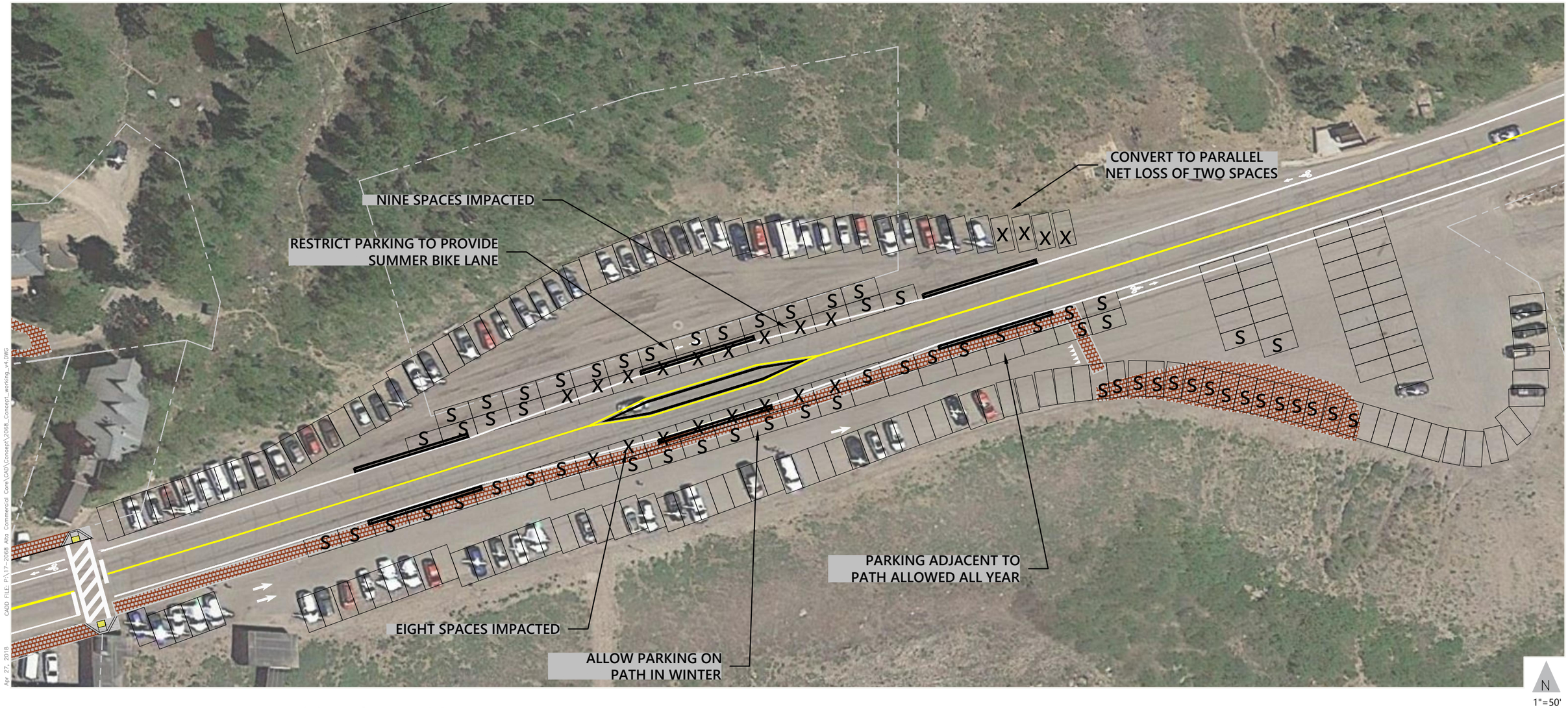
While general enthusiasm was high for the types of interventions proposed in the CCATIP, several impediments to implementation of specific proposals appeared throughout the project, and were not resolved prior to our consultants concluding their work and generating the final document we are presenting at the December 2019 town council meeting:

- UDOT encroachment permit and "clear zone" requirements prevented the project team from implementing "demonstration projects" during the planning effort, which was a key element of the project scope
- UDOT design standards and safety requirements preclude implementation of various concepts in preferred locations or layouts
- Most concepts involve impacts to parking in the corridor; while the project team adopted the goal of "optimizing parking," the organic arrangement of parking in the corridor and the absence of a consistent, agreed upon inventory of overnight and day-use parking spaces complicated the evaluation of parking impacts related to each proposal and thus "optimization" was difficult to pursue
- Given very strong feelings about parking historically and presently in Alta, town staff has not moved forward to implement some of the concepts developed in the CCATIP

Moving Forward

As described earlier, one of the key goals of our ongoing engagement with WFRC is to facilitate prioritization and decision making by the town or concepts developed in the CCATIP and other past efforts. To that end, staff and our WFRC partners are developing analyses of current parking resources in the central Alta SR-210 corridor, which are attached to this staff report and which we will present and discuss at the council meeting.

The next steps in our process will involve refining our parking impacts analysis and developing a prioritization exercise for the town we can use to determine which concepts to pursue.

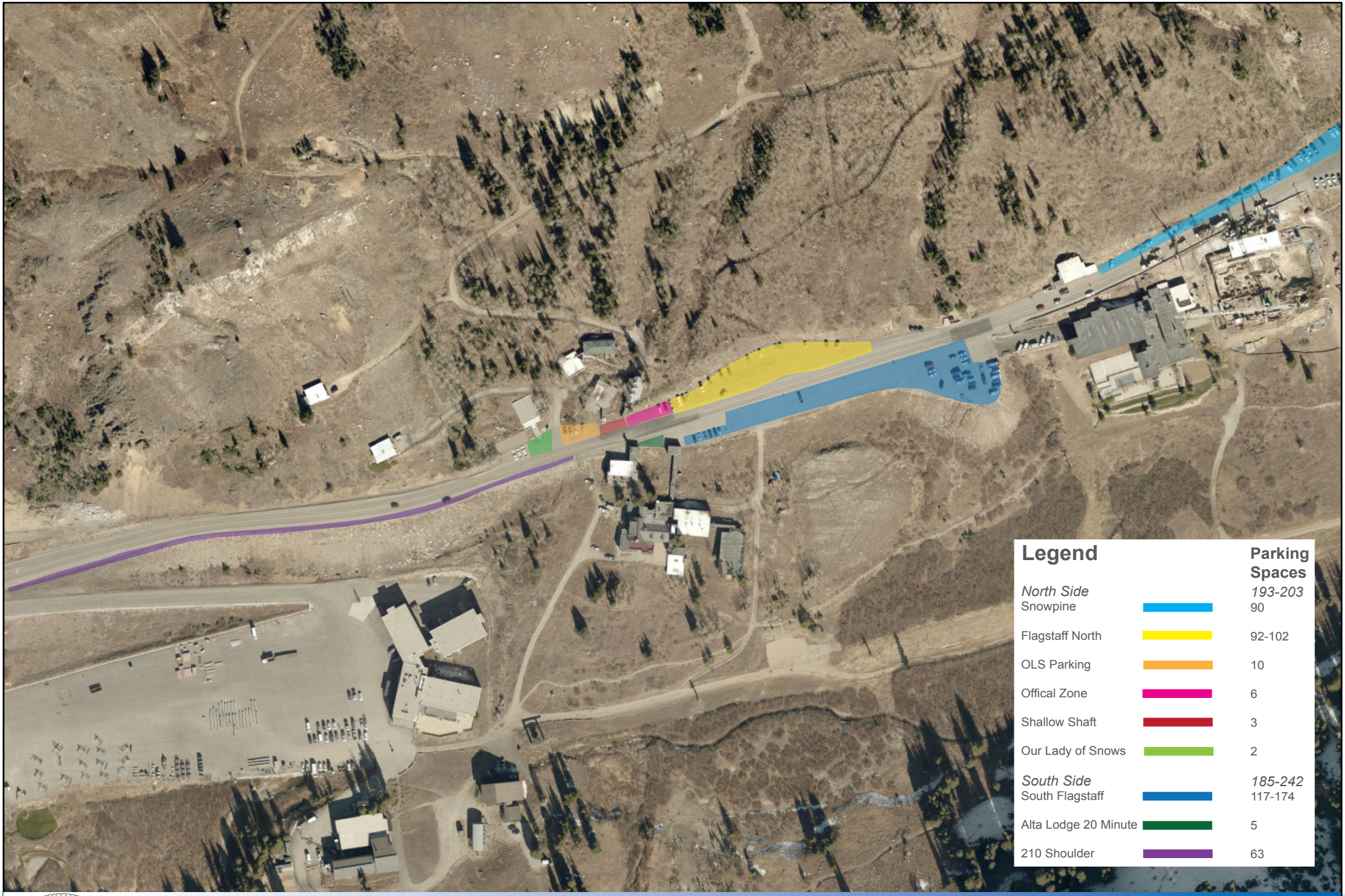


x - parking loss (19)
s - no parking during summer (61)

DRAFT

4/27/18
Alta Commercial Core
PARKING IMPACT SUMMARY

CONCEPTUAL - NOT FOR CONSTRUCTION



TOWN OF ALTA
STATE OF UTAH

PARKING IN ALTA

FIGURE XXX