PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
October 30, 2024

The Planning Commission of Park City, Utah, will hold a special meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online and may have options to listen, watch, or participate virtually.

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

3. PUBLIC COMMUNICATIONS

4. REGULAR AGENDA

4.A. **Snow Park Village Base Area – Deer Valley Resort 13th Amended and Restated Large Scale Master Planned Development Permit and Phase I Conditional Use Permit** – The Applicant Proposes a Three-Level Parking Garage with 1,971 Parking Spaces, an Underground Transit Hub Adjacent to Snow Park Lodge, a Conceptual Site and Circulation Plan, and Road and Utility Improvements. MPD PL-21-04767, CUP PL-21-04811, Subdivision PL-22-05168.
(A) Public Hearing; (B) Continuation to November 13, 2024

5. ADJOURNMENT

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours prior to the meeting.

***Parking is available at no charge for meeting attendees who park in the China Bridge parking structure.**

A majority of Planning Commissioners may meet socially after the meeting. If so, the location will be announced by the Planning Commission Chair. City business will not be conducted.

Planning Commission
Staff Report

Subject:	**Snow Park Village**
Applications:	**PL-21-04767 - Master Planned Development** **PL-21-04811 - Conditional Use Permit** **PL-22-05168 - Subdivision**
Authors:	**John Robertson, City Engineer** **Tim Sanderson, Transportation Planning Director** **Rebecca Ward, Planning Director**
Date:	**October 30, 2024**
Type of Item:	**Public Hearing**

Public comment may be provided in public hearings or submitted to the Planning Department: alexander.barton@parkcity.org. The application's return to the Planning Commission is governed by administrative review standards. Substantive feedback on the pending application should not be directed to individual Commissioners nor by ex parte contacts (speaking to a Commissioner outside of public meetings). The applicant and community members should avoid calling, emailing, texting, or talking to individual Commissioners about the application except at designated public hearings.

Recommendation

(I) Review and provide input on the Snow Park Village transportation proposal, including:

- Density, Uses, Trip Generation, and Traffic
- Parking
- Transit Facilities
- Pedestrian and Bicyclist Connectivity
- Ski Lift and Gondola Alignment
- Transportation Demand Management

(II) Open a public hearing, and

(III) Continue the public hearing to November 13, 2024.

Project Review

- September 11, 2024 – Applicant presented updated plans (Packet, Work Session Item 5.A; Audio).
- October 9, 2024 – Transportation background (Packet, Item 5.E; Audio).
- November 13, 2024 – In-depth review of Phase I, the Construction Mitigation Plan, and Sustainability.
- December 11, 2024 – In-depth review of Phase I and potential Final Action.
- The Planning Commission may schedule additional meetings.

Description

Applicant:	Deer Valley Resort Company Deer Valley Development Company Hannah Tyler, Applicant Representative
Location:	2250 Deer Valley Drive
Zoning District:	Residential Development
Adjacent Land Uses:	Multi-Unit Dwellings Deer Valley Resort
Reason for Review:	The Planning Commission conducts a public hearing and takes Final Action on commercial Subdivision Plats, Conditional Use Permits, and Master Planned Developments pursuant to Land Management Code Section 15-1-8.

Summary

Snow Park Village is part of the Deer Valley Master Planned Development (Deer Valley MPD) and includes 209.75 Residential Unit Equivalents (419,500 square feet), 21,890 square feet of commercial and support space, and accessory, residential accessory, support commercial, and meeting space uses (Exhibit A – Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit). The Applicant submitted a Subdivision, Conditional Use Permit (CUP), and MPD application and proposes developing Snow Park Village in two phases:

- Phase I: 1,971 parking spaces in a three-level partially underground parking structure, an underground transit hub, and road, utility, and pedestrian and pathway improvements.
- Phase II: vertical development.

The Applicant's plans, dated October 24, 2024, are attached as Exhibit B.

Background

Please see the October 9, 2024 Staff Report for the Deer Valley MPD background and a summary of Ordinance No. 2023-56 vacating 2.62 acres of Deer Valley Drive that requires in part:

Deer Valley shall amend and obtain Planning Commission approval of an amended 13th Master Plan Development Permit and final Subdivision Plat(s), including the Final Plat, which includes these transportation and parking mitigation measures:

1. The proposed gondola between Snow Park and Silver Lake (the "Gondola") shall service or connect to another gondola servicing the base facilities of what is currently referred to as the Mayflower development, at times determined by Deer Valley;
2. Exhibit 2 to the MPD will be amended to include additional integrated resort infrastructure to support the expanded Gondola including (i) up to 15,000 additional square feet at the current Deer Valley maintenance facilities south of Silver Lake; (ii) up to 15,000 additional square feet of restaurant/commercial facilities for expansion of public or skier service at Silver Lake Lodge; (iii) a realigned Carpenter lift to extend into the Snow Park project and allow for the Gondola; and (iv) a new beginner ski pod adjacent to the new gondola alignment serviced by newly proposed "Lift 7" circulator lift, which may be incorporated into the pending MPD amendment or permitted via stand-alone Conditional Use Permit approvals;
3. Skier, day use, and employee parking plans, as well as the full connection of the proposed gondola alignment including HW/40 and Mayflower, in amended mitigation plans.

Additionally, Resolution No. 24-2023 to form a partnership to develop a regional, off-site parking and transportation facility requires the Applicant to:

- ". . . . amend the current MPD permit, subdivision plat(s), and CUP application(s) with a proposed 13th Master Plan Development Permit. The new MPD shall include the following mitigation measures:
    - Parking for all of Snow Park shall be limited to 1,971 parking spaces, including the eventual construction of Phase 3 on the current Lot 5 parking lot. Only 1,360 parking spaces may be designated for day skier use. The remaining 611 parking spaces are designated for hotel, residential, dining, retail, entertainment, and commercial uses, and prohibited for day skier parking. Paid parking shall be implemented as part of [Transportation Demand Management].
    - A gondola from Snow Park to Silver Lake shall be included in the MPD. Gondola access shall continue to the gondola coming from the area temporarily referred to as Mayflower. . .
    - Existing, private Doe Pass Road shall be improved and allow perpetual public access rights including emergency, utility, and transportation easements.
    - Snow Park shall include a new, enhanced public transit center to accommodate transit, resort/lodging vehicles, and drop off lanes.
    - Skier, day use, employee parking plans, and use of the full gondola alignment including the area (temporarily referred to as Mayflower area) shall be provided for in updated Snow Park mitigation plans. No aspect of those plans will allow the MPD to regulate any portion of the resort located

outside of Park City boundaries.
    - Exhibit 2 to the MPD shall include up to 15,000 additional square feet for maintenance facilities and up to 15,000 additional square feet for restaurant/commercial facilities for use at Silver Lake Lodge, which will support use of the gondola.
    - Carpenter lift will be realigned to allow the location for the gondola to Silver Lake Lodge.
    - A proposed Lift 7 circulator lift will be included along the new gondola alignment to provide a beginner ski pod. . . .
    - Construction mitigation plans will maintain temporary public access and regulate permitted times for truck trips to minimize soil hauling resulting from excavation. If soil removal results from environmental/mining activities, Park City will use reasonable efforts to support [Deer Valley Resort] mitigation plans to minimize off-site hauling, including exploring a potential code amendment to reduce impacts or to facilitate efficient and safe development. . . .”

The October 9, 2024 Staff Report outlined the General Plan recommendations and MPD and CUP criteria related to the Planning Commission’s review of the transportation components in preparation for the October 30 Special Meeting. On October 9, 2024, the Planning Commission requested the Applicant address the following in their October 30 presentation:

- Clarification on Phase I (parking structure) and Phase II (vertical development) CUP reviews, especially parking and trips generated based on Density and Uses.
- Information on existing Deer Valley shuttle services provided to residents in the Lower Deer Valley area.
- Clarification on the plan to reduce single-occupancy vehicles with clear goals and annual review to measure progress or to adjust as needed.
- Details regarding paid parking and the anticipated impacts.
- Rationale for the installation of a traffic light and how it will be sequenced.
- Description of the roundabout and three-way stop intersection controls.
- Information regarding employee parking in the Snow Park area – what is it now and what is it anticipated to be?
- Exploration of a parking reservation system.
- Mitigations for intersections that operate at a Level of Service F to show they will operate at an acceptable level during peak periods.
- Details on the vehicle drop-off in the underground transit hub.
- Description of the gondola and how it fits in with the overall transportation strategy, including the proposed timeline, hours of operation, employee and community access, etc.
- More information on pedestrian pathway connectivity.
- Description of the ski school drop-off area and how it is proposed to function.
- Information on the Shared Mobility Lane and safety.
- Justification of the proposed parking and description of day skier parking – with day skier parking staying the same, how will the intersection Levels of Service be

improved.
- Clarification on day skier parking and ski club parking.
- Details regarding traffic during peak times and how it will be dispersed.
- Information on employees who can access Deer Hollow Road or other roads from the Deer Crest/St. Regis area – could this expand to more employees?
- Exploration of potential further reductions in day skier parking (Audio).

Analysis

The 2014 General Plan highlights "[e]ssential to the continued success of Deer Valley is the ongoing collaboration between the City and Deer Valley Resort to manage traffic flows in and out of Deer Valley Drive. As the base area and surrounding neighborhoods build out, it is essential that priority be given to alternative modes of transportation to encourage less dependency on personal automobiles and greater use of public transportation. Alternatives should be studied and implemented with a goal of connectivity between Deer Valley, Main Street, and the Swede Alley transit center. In addition, the use of park-and-ride facilities should be explored for employees on a regular basis and visitors during the busiest times of the season."[1]

According to the City's Long-Range Transportation Plan, nearly 60% of all vehicle trips to the Lower Deer Valley neighborhood are single occupancy.[2] The Applicant's 2024 Traffic Impact Study (TIS) describes vehicles observed driving to Snow Park and on Friday, February 16, 2024, 58% were single-occupancy and on Saturday, February 17, 2024, 48% were single-occupancy (Exhibit C, p. 17).

The General Plan emphasizes the importance of bringing employees and visitors to the Snow Park base on transit, shuttle, foot, bike, and alternative modes like the proposed gondola and off-site park and ride facility. Snow Park Village must be evaluated comprehensively, including trip generation, traffic, parking, transit facilities, pedestrian and bicyclist connectivity, ski lift and gondola alignments, and off-site facilities.

To modify the Deer Valley MPD, the Planning Commission must find the project addresses and mitigates traffic,[3] and pursuant to Land Management Code (LMC) Section 15-1-10(D), the City shall not issue a CUP unless the Planning Commission concludes:

1. The Application complies with all requirements of the LMC.
2. The Use will be Compatible with surrounding Structures in Use, scale, mass and circulation.
3. The effects of any differences in Use or scale have been mitigated through careful planning.

The Planning Commission evaluates 16 criteria as part of the CUP review,[4] including:

[1] General Plan, Neighborhoods 3, p. 240
[2] Park City Forward, p. 33
[3] LMC Section 15-6-6(P)
[4] LMC Section 15-1-10(E)

- Traffic considerations and capacity of the existing streets in the area.
- Internal vehicular circulation.
- Emergency vehicle access.
- Location and amount of parking.

Staff recommends the Planning Commission provide input to the Applicant regarding the required MPD and CUP findings related to the Snow Park Village transportation component.

(I) Density, Uses, Trip Generation, and Traffic

Density and Uses

Traffic related to the proposed Snow Park Village results in part from Density, Uses, and trips generated, which are established in the Deer Valley MPD:

- 209.75 Residential Unit Equivalents (419,500 square feet).
- 21,890 square feet of commercial and support space.
- Accessory, residential accessory, support commercial, and meeting spaces.

The specific details of the proposed Density and Uses are not yet outlined due to phasing. As noted in the October 9, 2024 Staff Report, evaluation of traffic and parking requirements through the standalone Phase I CUP may require reevaluation upon Phase II. As more details become available, the Applicant's Traffic Impact Study, parking, and other considerations may require modifications. As a result of the City Council negotiation, the Applicant must be held to the parking maximums and mitigation measures through the vacation of 2.62 acres of Deer Valley Drive. These maximums, or not-to-exceeds, are intended to mitigate existing and future traffic and parking impacts of the proposed development.

The Applicant provided general Density and Use information as part of the 2022 Traffic Impact Study (2022 TIS, p. 27) and updated 2024 TIS. The table below compares the Density and Uses the Planning Commission previously reviewed with those proposed in 2024:

2022	2024	Difference
30,900 SF event center	15,000 SF event center	-15,900 SF
143 residential units	100 residential units	-43 units
193 hotel rooms	120 hotel rooms	-73 rooms
	24,000 SF hotel support	+24,000 SF
25,900 SF commercial/retail	30,000 SF commercial/retail	-4,100 SF
	15,000 SF ski club space	+15,000 SF

The Applicant's shift in proposed Density and Uses resulted in changes to Trip Generation outlined in the Applicant's 2024 TIS, outlined below.

Trip Generation

Density and Uses inform Trip Generation, outlined in the 2024 TIS. The 2022 TIS concluded 3,850 weekday trips and 224 Saturday AM and 385 Saturday PM peak trips generated as a result of the project. Under the updated Density and Uses, the 2024 TIS concludes 2,575 weekday trips and 75 Saturday AM and 380 Saturday PM peak will be generated:

Table 5: Snow Park Village Trip Generation

Land Use[1,2]	Number of New Units	Unit Type	Rate[2]	Gross Daily Trips	Percent Internal to Retail[3]	% Retail Trips from Pass-by Skiers[4]	Retail Internal Capture	Gross Daily Trips with Internal Capture	% Entering	% Exiting	% Walk/Bike[5]	% Transit[5]	Trips Entering	Trips Exiting	New Daily Trips
(220) - Multifamily Housing (Low-Rise)	100	Dwelling Unit	4.55	455	25%	n/a	-114	341	50%	50%	3.0%	5.0%	157	157	**314**
(822) Strip Retail Plaza	30	1000 sq. ft.	54.45	1,634		67%	-1,396	237	50%	50%	3.0%	5.0%	110	110	**220**
Resort Hotel	120	Rooms	6.27	752	25%	n/a	-188	564	50%	50%			283	283	**566**
Event Center (Afternoon/Evening Event)	250	Attendees	-	254	0%	n/a	0	254	50%	50%	-	-	127	127	**254**
Deer Valley Club Parking	250	Stalls	2.00	500		n/a	0	500	50%	50%	-	-	250	250	**500**
Net Reduction in Day Skier / Staff Parking	-340	Stalls	3.00	-1,020		n/a	0	-1,020	50%	50%	-	-	-510	-510	**-1,020**
Net Saturday Daily Trips				**2,575**			**-1,698**	**877**					**417**	**417**	**834**
Land Use[1]	**Number of New Units**	**Unit Type**	**Rate[2]**	**Gross AM Peak Hour Trips**	**Percent Internal to Retail[3]**	**% Retail Trips from Pass-by Skiers[4]**	**Retail Internal Capture**	**Gross AM Peak Hour Trips with Internal Capture**	**% Entering**	**% Exiting**	**% Walk/Bike[5]**	**% Transit[5]**	**Trips Entering**	**Trips Exiting**	**New AM Peak Hour Trips**
(220) - Multifamily Housing (Low-Rise)	100	Dwelling Unit	0.40	40	25%	n/a	-10	30	24%	76%	3.0%	5.0%	7	21	**28**
(822) Strip Retail Plaza	30	1000 sq. ft.	2.36	71		20%	-36	34	60%	40%	3.0%	5.0%	19	13	**32**
Resort Hotel	120	Rooms	0.41	49	25%	n/a	-12	37	72%	28%			27	11	**38**
Event Center (Afternoon/Evening Event)	250	Attendees	-	0	0%	n/a	0	0	-	-	-	-	0	0	**0**
Deer Valley Club Parking	250	Stalls	0.33	82		n/a	0	82	100%	0%	-	-	82	0	**82**
Net Reduction in Day Skier / Staff Parking	-340	Stalls	0.49	-167		n/a	0	-167	100%	0%	-	-	-167	0	**-167**
Net Saturday AM Peak Hour Trips				**75**		n/a	**-59**	**17**					**-32**	**45**	**13**
Land Use[1]	**Number of New Units**	**Unit Type**	**Rate[2]**	**Gross PM Peak Hour Trips**	**Percent Internal to Retail[3]**	**% Retail Trips from Pass-by Skiers[4]**	**Retail Internal Capture**	**Gross PM Peak Hour Trips with Internal Capture**	**% Entering**	**% Exiting**	**% Walk/Bike[5]**	**% Transit[5]**	**Trips Entering**	**Trips Exiting**	**New PM Peak Hour Trips**
(220) - Multifamily Housing (Low-Rise)	100	Dwelling Unit	0.51	51	25%	n/a	-13	38	63%	37%	3.0%	5.0%	23	14	**37**
(822) Strip Retail Plaza	30	1000 sq. ft.	6.59	198		50%	-133	65	50%	50%	3.0%	5.0%	30	30	**60**
Resort Hotel	120	Rooms	0.70	84	25%	n/a	-21	63	43%	57%			28	36	**64**
Event Center (Afternoon/Evening Event)	250	Attendees	-	96	0%	n/a	0	96	81%	19%	-	-	78	19	**97**
Deer Valley Club Parking	250	Stalls	0.19	47		n/a	0	47	0%	100%	-	-	0	47	**47**
Net Reduction in Day Skier / Staff Parking	-340	Stalls	0.28	-95		n/a	0	-95	0%	100%	-	-	0	-96	**-96**
Net Saturday PM Peak Hour Trips				**380**		n/a	**-166**	**214**					**159**	**50**	**209**

Figure 1: Applicant's 2024 TIS Trip Generation

The Applicant will provide information on the updated trip generation analysis.

Traffic

On June 28, 2023, the Planning Commission reviewed Park City's Transportation Impact Study Guidelines ("Guidelines") created by the City's Engineering and Transportation Departments, and Parametrix, to establish consistent criteria for Traffic Impact Studies (Packet, Item 4.A; Minutes, p. 1-9). The Applicant's TIS was updated to meet the City's new Guidelines.

In response to community feedback and Planning Commission comments, the Applicant proposes to maintain the road network north of what is known as the "Y-intersection" (Deer Valley Drive and Deer Valley Drive North) and to make the following changes:

- Construct an underground transit facility near the Snow Park Base Lodge for transit and passenger vehicles for pick-up and drop off. The facility is a one-way loop from Deer Valley Drive West, through the parking lot structure, exiting onto existing Deer Valley Drive East.
- Install a roundabout at the Deer Valley Drive West and Doe Pass Road intersection that will include a separate transit lane to provide transit priority through the intersection.
- Install three-way stop signs at Deer Valley Drive East and Doe Pass Road to better control traffic flow and enhance roadway safety.
- Install a traffic signal at the Deer Valley Drive West and Deer Valley Drive East intersection to mitigate delays and queuing. The other benefit to a signal at this location is the opportunity to install transit priority equipment on the signal.

- Provide left turn pockets at Solamere Drive and Queen Esther Drive intersections on Deer Valley Drive East to allow better ingress and egress for residential areas.
- Construct a limited Shared Managed Lane to better support and prioritize transit access to the underground transit facility.

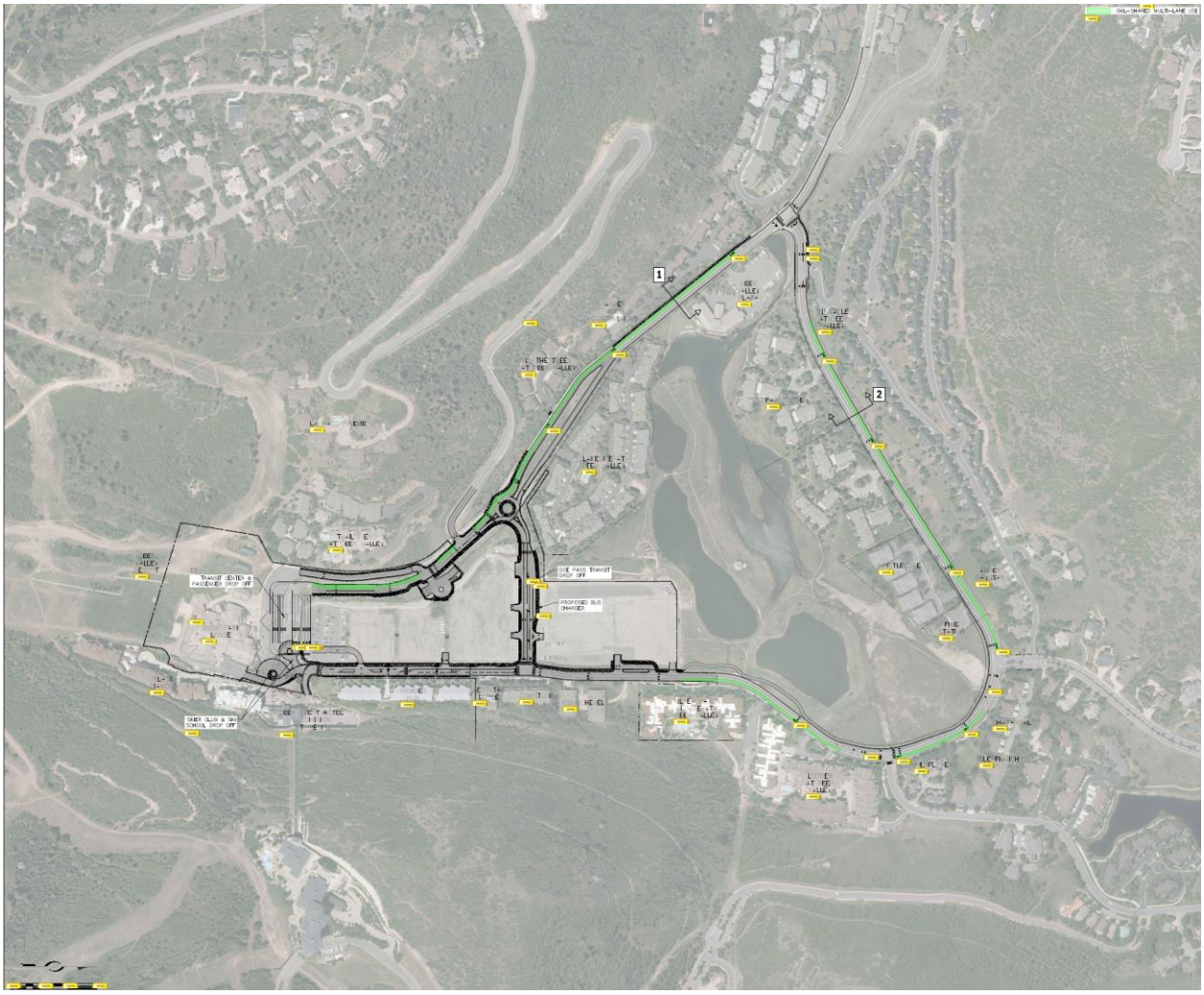


Figure 2: Applicant's Site Circulation Plan, Exhibit B

The Engineering Department procured WCG to peer review the 2024 TIS. WCG has been involved as the independent third-party since September 2021 and has provided multiple reviews of submitted materials.

In September 2024, WCG provided a detailed review and written comments on the July 2024 TIS and associated traffic models. The Applicant's team addressed WCG's comments by updating the traffic modeling and TIS. The latest version of the TIS is dated October 2024, and addresses WCG comments.

The 2024 TIS concludes the following for 2040 with project build out during peak hours highlighting challenges with the Mellow Mountain Road/Deer Valley Drive, Deer Valley

Drive/Marsac Avenue roundabout, and the middle parking garage driveway onto Doe Pass Road:

Table 9: Future 2040 plus Project Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Dr West / Deer Valley Dr East	AM	Signal	-	-	-	10	B
		PM		-	-	-	36	D
2	Amber Rd / Deer Valley Dr East	AM	SSSC[4]	SB Left	8	A	-	-
		PM		SB Right	13	B	-	-
3	Solamere Dr / Deer Valley Dr East	AM	SSSC	SB Left	8	A	-	-
		PM		SB Left	8	A	-	-
4	Deer Valley Dr East / Queen Esther Dr	AM	SSSC	WB Left	7	A	-	-
		PM		WB Left	8	A	-	-
5	Deer Valley Dr East / Doe Pass Rd	AM	AWSC	SB Through	25	D	-	-
		PM		SB Right	12	B	-	-
6	Deer Valley Dr West / Royal St	AM	SSSC	EB Right	9	A	-	-
		PM		EB Left	8	A	-	-
7	Deer Valley Dr West / Doe Pass Rd	AM	Roundabout	-	-	-	3	A
		PM		-	-	-	31	D
8	Mellow Mountain Rd / Deer Valley Dr	AM	SSSC	SB Left	20	C	-	-
		PM		SB Left	**78**	**F**	-	-
9	Deer Valley Dr / Marsac Ave	AM	Roundabout	-	-	-	17	C
		PM		-	-	-	**108**	**F**
10	Middle Driveway (P3) / Doe Pass Rd	AM	SSSC	NB Left	10	B	-	-
		PM		NB Left	**72**	**F**	-	-
11	East Driveway (P2) / Doe Pass Rd	AM	SSSC	NB Left	9	A	-	-
		PM		NB Left	10	B	-	-
12		AM	SSSC	EB Left	17	C	-	-

Figure 3: 2024 TIS, Exhibit C

"'Level of Service' (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale of A to F, with A representing the best performance and F the worst." The LOS of an intersection is measured by the delay experienced by a vehicle at an intersection at peak periods. Like many communities, Park City uses LOS to assess whether to recommend additional mitigations to an intersection or roadway if the additional traffic/trips generated by new development create a lower LOS at peak periods, and such reduced LOS is attributed to increased trips from the proposed development. These typically include signals, roadway adjustments, parking reductions, turn

restrictions, public transit and mobility adjustments, and more.

The 2024 TIS table below describes each LOS:

Table 2: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections	Roundabouts
		Avg. Delay (sec/veh)[1]	Avg. Delay (sec/veh)[2]	Avg. Delay (sec/veh)[3]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0	> 15.0 to 25.0
D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst approach LOS and delay (seconds/vehicle) only.
3. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 7th Edition.*

Figure 4: 2024 TIS, Exhibit C, p. 5

The Applicant will present their TIS and proposed traffic mitigations for Planning Commission discussion. WCG will be available to summarize their review of the TIS.

(II) Parking

Ordinance No. 2023-56 vacating 2.62 acres of Deer Valley Drive requires the Applicant to update the Snow Park Village application with no more than 1,971 parking spaces, with 1,360 day skier parking spaces and 611 parking spaces for remaining uses. Land Management Code Section 15-6-5(E) requires the Applicant to demonstrate seven criteria are met to support this reduction as part of the Master Planned Development review.

Park City Forward highlights the importance of parking management and its relation to traffic in the Lower Deer Valley neighborhood. “Proactive parking management and robust employee commuter programs will be needed to further reduce vehicle trips and

congestion. New technologies can support more guest and visitor mobility options."[5]

Ordinance No. 2023-56 requires the Applicant to submit amended skier, day use, and employee parking plans to reflect the parking maximums established by the City Council. The Applicant proposes 1,360 day skier parking spaces, 250 ski club parking spaces, and 361 parking spaces for all other uses, a total of 1,971 parking spaces:

> The greater Snow Park area currently has, at peak, around 1,700 parking spaces. As a result of a recent agreement with the City, the will be a 20% reduction of day skier spaces after the Snow Park project is constructed. This results in 340 fewer day skier spaces for a new total of 1,360. The new land uses such as the hotel and Event Barn at Snow Park will require parking. The amount allocated to these other uses is 611 spaces, for a total of 1,971 spaces for the overall project.
>
> There will be three levels of structured, controlled parking.
>
> - Level 1 consists of 885 day-skier spaces and 37 spaces for the event barn for a total of 922 spaces.
> - Level 2 consists of 476 day-skier spaces, 13 event barn, 119 hotel, and 160 spaces for the condominium parking for a total of 768 spaces.
> - Level 3 consists of 250 ski club spaces and 20 condominium spaces for a total of 280 spaces.
>
> The sum of parking stalls across the three levels is 1,971.

Figure 5: Applicant's 2024 TIS, Exhibit C, p. 50

> The access by use is:
>
> - Day skiers will access parking from Doe Pass Road and Deer Valley Drive East (for parking at the north end of the project).
> - Event Barn patrons will access parking from Doe Pass Road into the P2 entrance and from Deer Valley Drive East into the P3 entrance.
> - Hotel guest parking will access their spaces from Doe Pass Road into the P2 entrance.
> - Condominium residents will access parking from Doe Pass Road into the P2 entrance and from Deer Valley Drive East into the P1 entrance.
> - Last, ski club members will access their spaces from Deer Valley Drive East into the P1 entrance.

Figure 6: Applicant's 2024 TIS, Exhibit C, p. 50

Pursuant to LMC Section 15-6-5(E), the Planning Commission may reduce parking when a parking analysis, at a minimum, shows:

1. The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.
2. A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.
3. Parking needs for non-dwelling Uses, including traffic attracted to Commercial

[5] *Id.*

Uses from Off-Site.

4. An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.
5. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.
6. Provisions for overflow Parking during peak periods.
7. An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

Please see Exhibit D to review the Applicant's memo outlining the seven criteria. In addition to the information requested by the Planning Commission on October 9, staff requested the Applicant address the following on October 30:

- Paid parking system details and some of the lessons learned and impacts at other resorts and locations using similar systems.
- The potential to implement a parking reservation system, similar to the successful program implemented at Park City Mountain Resort.
- The proposed designated ski club parking and its potential impacts on parking supply and demand, and how this is consistent with the City Council negotiated parking allotments.
- Potential hotel shuttles and drop off locations for guests, and how that interacts with the public transit drop off areas, and day skier drop off areas.
- Detailed plans regarding adjusting employee parking behaviors during peak periods, and how to further incentivize day skiers, season pass holders, and locals to use transit to access the base area instead of using a vehicle.

(III) Transit

LMC Section 15-6-5(G)(8) states MPD site plans must include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable. Resolution No. 24-2023 requires the Applicant to develop an enhanced public transit center that accommodates transit, resort/lodging vehicles, and drop off lanes. As a result, the Applicant shifted the proposed transit hub from lower down on the site at Doe Pass Road to an underground location near the Snow Park Lodge, or closer to the village, lifts, and "snow." We support the relocation.

A dedicated space for Transit will still exist on Doe Pass Road to accommodate longer layovers, charging infrastructure, employee breaks, and shift changes. See below:

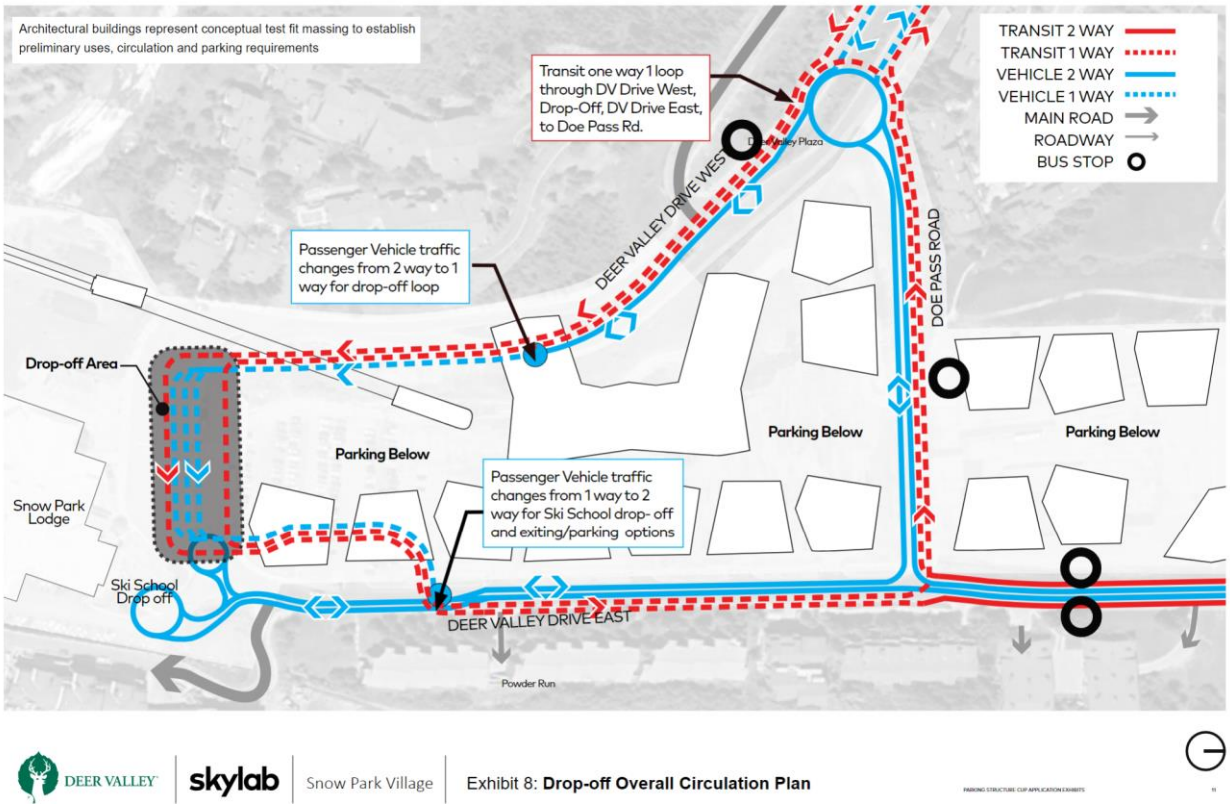


Figure 7: Applicant's August 8, 2024 Submittal

The new underground transit hub is now designed to accommodate buses, shuttles, and vehicle drop-offs in separated lanes, which is a considerable improvement over the previous iteration.

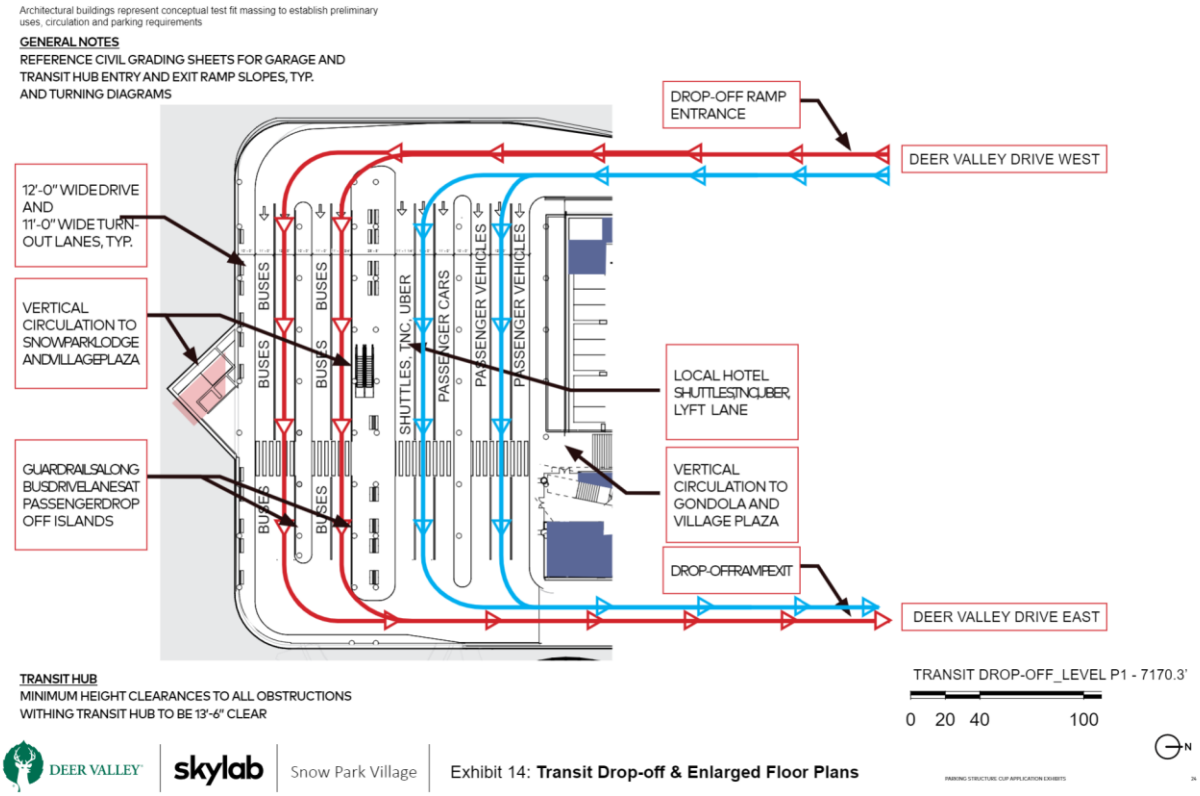


Figure 8: Applicant's August 8, 2024 Submittal

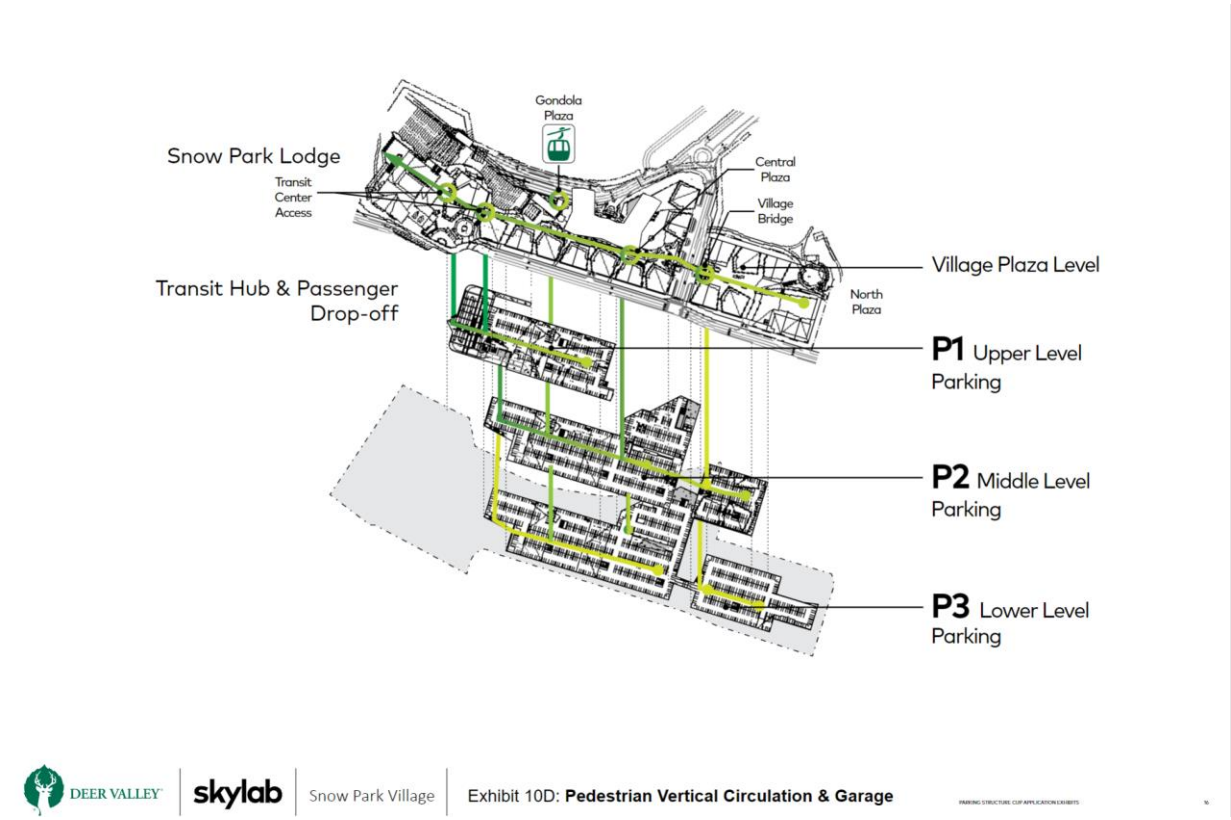


Figure 9: Applicant's August 8, 2024 Submittal showing the transit hub and passenger drop-off access to the Snow Park Lodge and plaza area

For the transit hub to operate efficiently, reductions in single-occupancy vehicles continue to be sought, as well as a separated transit lane to avoid some of the peak congestion.

The proposed transit solution also represents an improvement in the overall flow of transit vehicles to the Snow Park area by accommodating a larger number of vehicles to simultaneously access the facility, including capacity for future service expansion.

Additionally, providing a staging area on Doe Pass Road for longer layovers and operational activities will help reduce congestion in the primary facility and improve the overall experience for customers. Finally, turning radii and grades have been examined and are appropriate for transit vehicles.

(IV) Pedestrian and Bicyclist Connectivity

Park City Forward recommends improvements for pedestrians and bicyclists throughout the Lower Deer Valley neighborhood.[6] LMC Section 15-6-5(G)(5) states that for MPDs, "[a]dequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and

[6] Park City Forward, p. 35

shall provide safe travel within the boundaries of the Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way."

Ordinance No. 2023-56 requires the Applicant maintain public pedestrian and bicycle access through the plaza area, effectively maintaining the loop for active transportation. As stated, the Applicant shifted the loop for active transportation to Doe Pass Road, shown on the Applicant's pedestrian circulation plan below.

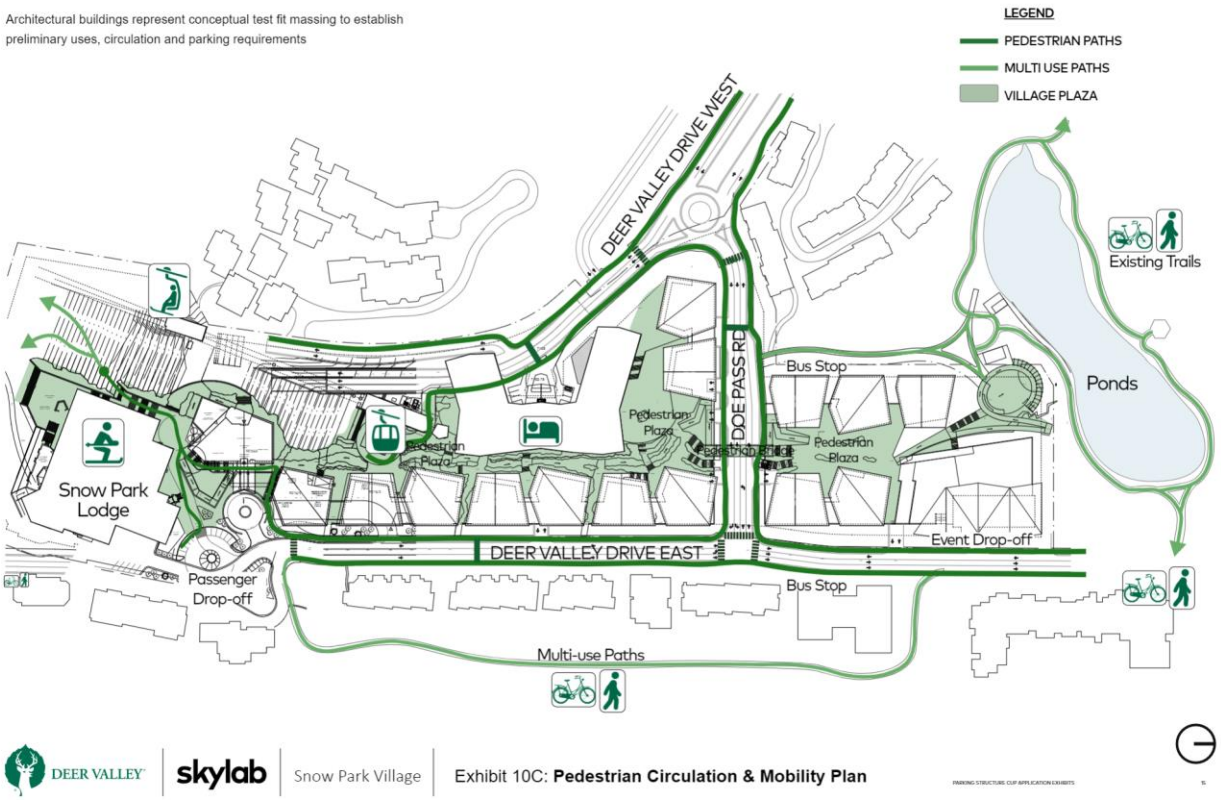


Figure 10: Applicant's Pedestrian Circulation Plan

The Applicant proposes pedestrian circulation through a combination of five-foot sidewalks and 10- to 12-foot multi-use paths, which provide a safer pedestrian experience.

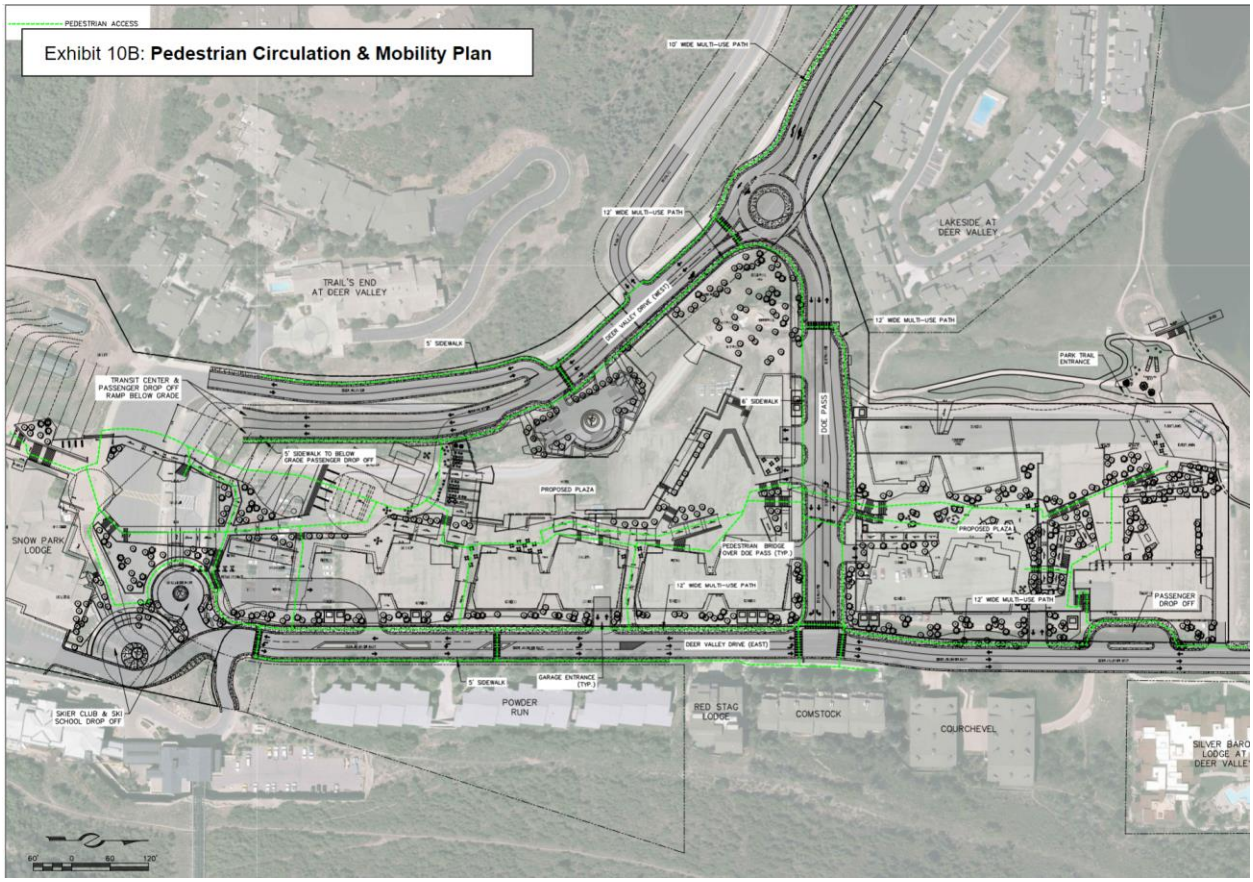


Figure 11: Applicant's multi-use path and sidewalk exhibit

(V) Ski Lift and Gondola Alignment

Ordinance No. 2023-56 requires the Applicant to:

- Realign the Carpenter lift to extend into the Snow Park project and allow for the gondola.
- Install a new beginner ski pod adjacent to the new gondola alignment serviced by newly proposed Lift 7 circulator lift.
- Amend the mitigation plan to include the full connection of the proposed gondola alignment including HWY 40 and Mayflower [Deer Valley East Village].

Resolution No. 24-2023 outlining the framework of the Partnership reiterates these requirements.

More recently, on May 22, 2024, the Planning Commission approved a CUP for Deer Valley's Lift 7 (Packet, Item 5.C; Minutes).

The Applicant submitted the proposed gondola alignment to connect Snow Park Village with Deer Valley East Village (Exhibit F):



(VI) Transportation Demand Management

LMC Section 15-6-5(E) requires MPD Applicants provide a plan to discourage the Use of motorized vehicles and encourage other forms of transportation when requesting a parking reduction. Additionally, Ordinance No. 2023-56 requires the Applicant to submit amended skier, day use, and employee parking plans.

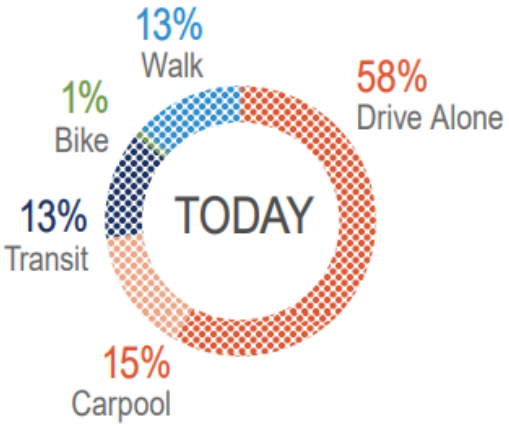
Park City Forward recommends shifting how people travel to and from the Snow Park Village. “The area looks to the future with a focus on investments that can improve multimodal access for locals, visitors and guests, and employees. . . ”[7]

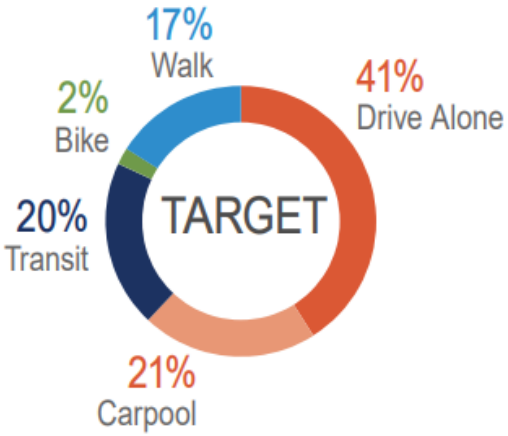
[7] *Id*.

MODE SPLIT TARGETS

Direct bus service means that a substantial share of guests and employees take transit to and from Deer Valley, and walking is also a popular choice within the node. However, most people arrive by automobile; nearly 60% of trips are drive-alone.

With multimodal improvements, robust parking management, and expanded travel demand management programs, Park City Forward sets the goal of reducing drive alone trips to 41%, and increasing transit, walk and bike trips.





Source: rMove, US Census Transportation Planning Products

Figure 12: Park City Forward, p. 33

The Transportation Demand Management Plan (Exhibit E) is provided below:

Table 1: TDM Measures

Measure	Status	Description
Employee Transit and Housing	Existing Program	As Deer Valley develops employee housing options, a key criterion is direct and easy access to transit as well as active transportation facilities. As an additional measure, Deer Valley provides private shuttles, when no direct transit connection to the Resort exists.
Bicycle Amenities and Perks	New Program	Deer Valley will provide bicycle repair tools and dedicated bicycle parking at key locations. A potential partnership with the Summit County e-bike share is under consideration.
Education and Promotion	Existing Program	Educational and promotional events to encourage travelers to use modes other than driving alone. This includes promoting "Try Transit" week. Additionally, all new staff is provided alternate transportation information, such as carpool matching and transit options, during on-boarding orientation. On an annual basis, Deer Valley incentivizes employees to carpool and take transit through the "Ride On" program. This customized program incentivizes carpooling and transit, with transit more heavily incentivized. Incentives are evaluated on an annual basis to ensure that they will drive modal change. The TDM coordinator evaluates statistics on

		an annual basis to determine what incentives work and tweak them to meet demand.
Parking Management	New Program	Efficient, constrained, and priced parking to discourage drive-alone trips. The LOI has a 20% reduction for day skiers in a fully structured environment, along with paid parking, all of which will encourage transit ridership, carpooling for employees and visitors,
Real-Time Messaging	New Program	Deer Valley will continue to provide the most accurate parking and traffic information to employees and guests in real time. This includes the Deer Valley app, website, text messaging, and variable message boards (VMS). Note: UDOT prohibits identifying specific commercial entities on VMS located within their right-of-way and/or under their control.
Appoint a TDM Coordinator	New Program	Identify a staff member to oversee the TDM program. The coordinator participates in bi-weekly meetings for 2-3 months leading up to Deer Valley's opening with Park City's traffic operations manager. During the season, the coordinator will remain in constant contact with the traffic operations manager with a larger end of season recap occurring to discuss how to improve conditions moving forward.
Special Events	Existing Program	Deer Valley works with Park City Municipal during special event egress to push traffic in one direction around the loop to give transit priority in the other direction. We will continue to evaluate if this egress plan is necessary given the SML and implement if transit is not seeing travel time improvements around the loop.

Figure 13: Applicant's Transportation Demand Management Plan

Department Review

The Planning Department, Executive Department, and City Attorney's Office reviewed this report.

Public Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on August 28, 2024. Staff mailed courtesy notice to property owners within 300 feet on August 28, 2024. The *Park Record* published courtesy notice on August 24, 2024, September 28, 2024, and October 12, 2024.[8]

Public Input

Public input is attached as Exhibit G.

Exhibits

A: Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit
B: Snow Park Village Submission Package dated October 24, 2024
C: October 2024 Traffic Impact Study
D: Applicant's Parking Reduction Criteria Memo

[8] LMC § 15-1-21

E: Transportation Demand Management
F: Proposed Gondola Alignment
G: Public Input

FEE EXEMPT
UTAH CODE ANNOTATED § 11-13-102

When recorded, Mail to:
Park City Recorder
PO Box 1480
Park City, UT 84060

DEER VALLEY RESORT TWELFTH AMENDED AND RESTATED LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
November 30, 2016

WHEREAS, Royal Street Land Company, a Utah corporation ("Royal Street") heretofore submitted to the Planning Commission of Park City ("Commission") certain items with relation to a residential, commercial, and recreational development project known as Deer Valley / Lake Flat Area Development ("Project") which items were listed in the original Permit granted for the Project by Commission and are incorporated herein by reference; and

WHEREAS, Commission found that such items submitted by Royal Street complied with and satisfied all applicable requirements of the Park City Land Management Code as then in force, to permit the construction of the Project as a planned unit development pursuant to the planned unit development exception then contained in the Park City Land Management Code; and

WHEREAS, Commission heretofore issued to Royal Street a Special Exception Permit dated September 27, 1977, with relation to the Project, which Special Exception Permit was amended by an Amended Special Exception Permit dated June 27, 1979 issued to Royal Street and by a Second Amended and Restated Special Exception Permit dated January 27, 1982, a Third Amendment to Special Exception Permit dated May 17, 1984, a Fourth Amendment to Special Exception Permit dated February 21, 1985, a Fifth Amended and Restated Special Exception Permit dated December 23, 1986, a First Amendment to Fifth Amended and Restated Special Exception Permit dated November 29, 1989, a Second Amendment to Fifth Amended and Restated Special Exception Permit dated April 11, 1990, a Sixth Amended and Restated Special Exception Permit dated October 10, 1990, a Seventh Amended and Restated Large Scale Master Planned Development Permit dated April 14, 1993, an Eighth Amended and Restated Large Scale Master Planned Development Permit dated April 25, 2001, a Ninth Amended and Restated Large Scale Master Planned Development Permit dated June 28, 2006, a Tenth Amended and Restated Large Scale Master Planned Development Permit dated August 12, 2009, and an Eleventh Amended and Restated Large Scale Master Planned Development Permit dated March 23, 2011, which were issued to Deer Valley Resort Company ("Permittee"), as assignee and successor to the rights of Royal Street under the Special Exception Permit; and

WHEREAS, Permittee and Commission desire to further amend and restate the Large Scale Master Planned Development Permit to reflect actions approved by the Commission with respect to the combination of vacant Deer Valley MPD Silver Lake Village Lots F, G, and H into one Lot I and to transfer 843 square feet of existing residential density (0.4215 unit equivalents (UE)) from Deer Valley MPD Silver Lake Village Lot D (existing Goldener Hirsh Inn) to the new Deer Valley MPD Silver Lake Village Lot I, to accommodate connection, access and circulation between the Goldener Hirsch Inn on Parcel D and the future Goldener Hirsch Residences proposed on Parcel I.

WHEREAS, Permittee has requested modification to the Large Scale Master Planned Development Permit and Commission is willing to grant said modifications as herein set forth; and

FEE EXEMPT
UTAH CODE ANN. STATED § 11-13-102

WHEREAS, Commission finds that it is in the best interest of Park City and its citizens that Permittee be granted the right to construct and develop the Project as a Master Planned Development in accordance with the Park City Land Management Code passed and adopted December 22, 1983, effective January 1, 1984 as the same has been amended by Ordinance to the date hereof (herein designated the "Code") and in accordance with the Large Scale Master Planned Development Permit as amended and restated hereby.

NOW THEREFORE, the Large Scale Master Planned Development Permit is hereby amended and restated to authorize and grant the right, and Permittee is hereby authorized and granted the right, to develop and construct the Project, subject to Planning Commission approval of any required Conditional Use Permits for site specific development and City Council approval and recordation of any required subdivision plats, as outlined and detailed in this: (A) Twelfth Amended and Restated Large Scale Master Planned Development Permit ("Permit") including the Exhibits hereto and those documents and items submitted by Permittee as aforesaid, as a Master Planned Development pursuant to the Master Planned Development provisions contained in the Code; and, (B) the Agreement dated July 12, 1978, between Park City, as "City", and Royal Street, as "Royal Street", as amended by an Amendment to Agreement dated May 29, 1978, a Second Amendment to Agreement dated April 3, 1980, a Third Amendment to Agreement dated August 21, 1980, as amended and restated in its entirety by a Fourth Amendment and Restatement of Agreement, a Fifth Amendment to Agreement dated May 17, 1984, and a Sixth Amendment to Agreement dated February 21, 1985, and all subsequent amendments, which are all incorporated herein by reference and which Agreement as so amended is herein referred to as the "Agreement", and as such Agreement may hereafter be further amended from time to time. Park City is hereinafter referred to in this Permit as "City".

A. Densities. For purposes of determining densities in the Project:

(1) Insofar as the following portions of the Project are concerned, the authorized densities shall be as follows:

Parcel Designation	Authorized Dwelling Units
Northwest Multi-Family (Fawn grove)	80
North Entrance Multi-Family (Pinnacle)	40
North Hillside Multi-Family (Pinnacle)	46
Southwest Multi-Family (Aspenwood)	30
Southwest Multi-Family (Courchevel)	13.5
Northwest Hillside Multi-Family (Daystar)	24
South Entrance Multi-Family (Stonebridge)	50
South Multi-Family (Lakeside)	60
West Multi-Family (Pine Inn and Trails End)	40
Total	383.5

For purposes of determining densities on the parcels designated in this Subparagraph (1), a single family home or an apartment containing two bedrooms or more constituted a dwelling

Unit, a one-bedroom apartment constituted one-half of a dwelling Unit, and a hotel room or lodge room constituted one-half of a dwelling Unit. The parcels in this subparagraph have all been developed as of the date hereof.

(2) Insofar as all portions of the Project other than the nine parcels containing 383.5 dwelling Units identified in Subparagraph A. (1) above are concerned, an apartment Unit containing one bedroom or more shall constitute a dwelling Unit and a hotel room or lodge room shall constitute one-half of a dwelling Unit.

(3) If approved in advance by Commission and Permittee, the owner of any development parcel in the Project shall have the right to have the densities permitted on said development parcel calculated in accordance with Subparagraph A. (1) or Subparagraph A. (2) above and/or with Exhibit 1 attached hereto (whichever is applicable) or in accordance with the Unit Equivalent formula contained in Section 10.12 of the Code, as said Unit Equivalent formula may from time to time be amended or modified. In the event of election of an owner to utilize said Unit Equivalent formula and approval thereof by Commission and Permittee, the maximum number of Unit Equivalents which may be contained in the structures built upon said development parcel shall not exceed the permitted number of dwelling Units to be constructed thereon determined in accordance with Subparagraph A. (1) or Subparagraph A. (2) above and/or with Exhibit 1 attached hereto (whichever is applicable) and the number of Unit Equivalents as constructed on said development parcel shall for all purposes hereof be deemed the number of units constructed thereon. Approval of use of the Unit Equivalent formula by Commission and Permittee shall not, and cannot, alter or release any private land use covenants between the owner and Deer Valley, or others, concerning development of the property or the density permitted thereon.

(4) Insofar as the following portions of the Project are concerned, the authorized densities, permitted on the development parcels are required to be calculated in accordance with the Unit Equivalent Formula contained in Section 10.12 of the Code as said Unit Equivalent formula may from time to time be amended or modified:

Parcel Designation	Authorized Unit Equivalents
Snow Park Village	209.75
Total	209.75

B. **Unit Size**. Except for units with relation to which the owner elected or elects to or is required to utilize the Unit Equivalent formula, there shall be no size limitation for Units constructed on any parcel provided that following construction the parcel proposed to be developed contains a minimum of 60% open space and otherwise complies with MPD and all applicable zoning regulations.

C. **Development Parcel Designations**. Development parcel designations, prescribed densities, parcel sizes, building height limitations (the height limitation for each parcel will be determined by reference to the Code in effect at time of application for approval of the development of the parcel) and the status of development of the parcels as of the date hereof are reflected on Exhibit 1. Permittee shall have the right to develop a total of 2,110 residential Units (exclusive of employee housing Units) within the Project. Permittee shall have the right to develop 209.75 Unit Equivalents within the Snow Park Village, subject to the conditions and

requirements of the Park City Design Guidelines, the Deer Valley Design Guidelines, and the following:

(1) Conditional Use Review. Prior to the sale by Permittee of the Snow Park Village, Permittee shall submit a site-specific plan with relation to such parcel to the Commission requesting approval for construction on the parcel. In addition, the Permittee shall request the establishment of building site conditions with relation to the parcel. Accordingly, Permittee or persons acting on its behalf shall file with the Community Development Department of City a completed application form supported by the information set forth in Section 15-6 of the Code, as the same may be amended from time to time. The procedure for the approval or disapproval of any site-specific plan shall be based upon the provisions of this Permit and the conditional use criteria of the Code in effect on the date of application. Components of the Project, other than land development parcels, are listed on Exhibits 2 and 3.

D. Subdivision of Development Parcels. Prior to the sale of any individual lots on any parcel listed on Exhibit 1 developed for residential use as a "subdivision" as defined by the City subdivision ordinance and state statute, the party electing to establish a subdivision on said parcel shall comply with all applicable provisions of the City subdivision ordinance in effect at the time of application. The procedure for the approval or disapproval of any subdivision application shall be based upon the procedure provided in the City subdivision ordinance in effect at the time of application.

Prior to the filing of a record of survey map and declaration of condominium to establish a condominium on any parcel listed on Exhibit 1, the party electing to establish a condominium shall comply with all applicable provisions of any City condominium ordinance in effect at the time of application. The procedure for the approval or disapproval of any condominium shall be based upon the Utah Code and any City condominium ordinance in effect at the time of application.

E. Applicability of Sensitive Area Overlay Zone. For projects within the Deer Valley Large Scale Master Planned Development, the density limitations of the Sensitive Area Overlay Zone do not apply because Master Planned Developments approved prior to the adoption of the Sensitive Area Overlay Zone are vested in terms of density. Site planning standards can be applied only to the extent that they do not unequivocally reduce vested density. Limits of disturbance, vegetation protection, and building design standards do apply.

F. Relationship to National Standards. The provisions of the Code and any other applicable zoning and development ordinances including national standards with respect to engineering or building requirements as adopted by City, in effect in City on the date hereof, shall govern the development within the Project, except as otherwise provided herein.

G. Off-Street Parking. Parking required with relation to each portion of the Project shall be based upon Code as in effect at the time application for a building permit for such portion of the Project as is filed with City. For purposes of calculating required parking, the Project shall be deemed to be zoned Residential Development District (RD) Master Planned Developments (MPD). Parking for each separate development parcel in the Project shall be determined in accordance with the Code at the time of application for Conditional Use approval. Any additional parking shall not encroach into zoned open space.

If the capacity of the surface parking lots in the Snow Park Community is exceeded on 10% or more of the days during any single ski season the need for constructing additional parking in said area shall be reviewed by the Commission.

H. Commercial Space, Support Commercial, and Meeting Space. Exhibit 2 hereto lists commercial and support space allotted to the Project. The General Snow Park Commercial category is restricted in utilization within the Project to the following parcels in the Snow Park area:

Pine Inn Multi-Family Parcel
Snow Park Lodge Multi-Family Parcel (Black Diamond Lodge)
Snow Park Village (Combination of Snow Park Hotel Parcel and Snow Park Parking Area Parcel)
Snow Park Day Center Parcel

Utilization of portions of the General Snow Park Commercial category within any of the above listed parcels is subject to the specific approval of both Permittee and Commission.

In addition to the Exhibit 2 Commercial Space permitted in the Project, Support Commercial shall be permitted and used as defined in the Code, as amended, at the time of application.

I. Employee Housing. Permittee has been required to cause the development of 112 employee (affordable) housing units pursuant to prior editions of this Permit. Prior to the date of this Permit, Permittee has developed or caused to be developed units qualifying under the low and moderate income housing exception of the Code as follows:

Project Location	Number of Qualifying Units
A. Units in Deer Valley:	
Little Belle Manager Unit	1
Stag Lodge Manager Unit	1
Sterlingwood Manager Unit	1
Bald Eagle Caretaker Units	2
Mt. Cervin Manager Unit	1
Deer Valley Club Manager Unit	1
B. Units Other Than in Deer Valley:	
Parkside Apartments	42
Fireside Apartments / Condos	42
Washington Mill Apts.	8
Peace House	3
Aspen Villas / Silver Meadows (Participation)	9
Fawn grove Employee Unit	1
Total	112

Deer Valley shall be obligated to comply with all applicable ordinances of City relating to the creation and construction of employee housing, including ordinances that are adopted after the date of this Permit. Deer Valley will be given credit for the previously developed units

identified above when computing the employee housing obligation under applicable ordinances. The City acknowledges full satisfaction of Deer Valley's current obligation in the Employee Housing Agreement dated October 6, 1995 executed in conjunction with Deer Valley's contribution to the Silver Meadows project. If, at the time a new employee / affordable housing ordinance is adopted, the number of existing employee / affordable housing units built by Deer Valley or persons acting on its behalf exceeds the number of units required by the new ordinance, credit shall be given against the ordinance imposed obligation, but in no event shall City be obligated to reimburse Deer Valley for any excess, or to permit the assignment of the excess to other parties with a similar employee housing requirement. If, at the time a new employee / affordable housing ordinance is adopted, the number of existing units built by Deer Valley or those acting on its behalf falls short of the newly imposed ratio of employee units to conventional units, Deer Valley agrees to be bound by the provisions of the newly adopted ordinance; provided, however, that the new ordinance shall apply only to those Units on which site specific approval is granted after the adoption of the employee / affordable housing ordinance.

J. **Technical Reports**. Permittee shall submit updated technical reports with regard to traffic monitoring, water systems, and sewer systems for review by Commission as significant changes occur in those systems and as needed for specific project review as required by the Community Development Director and Public Works Director prior to density approval.

K. **Public Use of Ski Facilities**. Use of all ski facilities shall be open to the general public and shall not be restricted to owners of property located in Deer Valley or to members of any private club. Furthermore, all charges, fees and costs paid by the general public for the use of such facilities shall not exceed the charges, fees and costs paid by owners of property located in Deer Valley.

L. **Trails** .There are 4 types of trails in Deer Valley:

(1) Bicycle paths located within street rights-of-way;

(2) Pedestrian paths connecting parcels together within a community;

(3) Connecting paths connecting communities together; and

(4) Hiking trails to provide access to the mountain.

Bicycle paths shall be located within street rights-of-way dedicated to City and shall be operated and maintained by City as shown on the Deer Valley Trails Master Plan and the City Trails Master Plan.

Pedestrian paths shall be hard surfaced, a minimum of five feet wide, a maximum of six feet wide and built to public sidewalk specifications. These paths shall connect development parcels together and connect development parcels to commercial nodes. At the time of conditional use approval of a particular development parcel, the developer of said parcel shall provide a pedestrian path across said parcel connecting to the paths on the adjoining parcels. The location of these paths shall be determined by the parcel developer and by City staff with the Deer Valley Trails Master Plan used as a guide. The locations shall be modified as necessary to take into consideration topography and existing trails, and shall tie into the bus system which serves Deer Valley. These paths shall form a year-round system. Maintenance shall be the responsibility of the parcel owner. A 10 to 15 foot wide easement (easement size

shall be determined at the time of site specific conditional use approval) for each pedestrian path shall be dedicated to City and is required to be shown on the recorded plat for the applicable development parcel.

It is recognized by the parties that the property within the Deer Valley Resort is private property. Public access to ski runs is at the discretion of Permittee. Summer public access and non-destructive summer use which includes casual hiking on ski runs shall be allowed by Permittee subject to reasonable rules and regulations.

In the event that City in its sole discretion determines that City should hold any easements for hiking, City shall make a request that an easement be granted for any or all of the hiking trails that City desires to hold within or adjacent to ski runs shown on the Trails Master Plan. In the event that City obtains a formal agreement, City agrees to maintain such hiking trails, and Permittee will provide legal descriptions, signage and grant to City an easement (minimum of 10 feet to maximum of 15 feet wide) to maintain such hiking trails without hard surface and without winter maintenance. If City desires to upgrade the hiking trails beyond that which currently exists, City agrees to bear the cost of those improvements. The Trails Master Plan shall serve as a general guide in determining the final location of said hiking trails. In the event City obtains and holds formal easements for hiking trails, City shall indemnify and hold Permittee and its successors and assigns harmless from and against any loss, damage, injury or responsibility with relation to any such trail and any claims, demands or causes of action from any person resulting from injuries sustained while utilizing any hiking trails for which City has obtained and holds easements. Said public easement shall also be subject to such additional reasonable rules and regulations as Permittee deems appropriate to eliminate possible interference with the operation and maintenance of the ski resort, or in the interest of safety or security.

M. **Open Space**. With the exception of those parcels identified on Exhibit 1 and those areas and items listed on Exhibit 2 as "commercial and support space", all remaining property in the Project is hereby designated "landscaped open space" as that term is defined in the Code as presently in effect and shall remain substantially free from structures, roads and parking lots except as otherwise approved by City or permitted by the Code as presently in effect. The "landscaped open space" shall be maintained and operated by Permittee at Permittee's sole cost and expense.

N. **Fire Considerations**. All buildings or structures located within the Bald Eagle, Silver Lake, and North Silver Lake Communities shall be fire sprinkled in accordance with UBC 38-1-82.

O. **Water Improvements** .Permittee agrees that, as a condition of and concurrently with issuance to Permittee of a building permit for the construction of any buildings or structures comprising a portion of the Project, Permittee shall be obligated to agree in writing to construct and convey to City storage facilities, pumping facilities, and transmission lines, as agreed upon and approved by the Public Works Director and City Engineer at the time of issuance of said building permit, to the extent necessary to store and transmit culinary water, irrigation water, and water for fire flows to the buildings and structures covered by the building permit and to connect the same to the water system of City, and shall evidence to the satisfaction of City the ability of Permittee to comply with such agreements.

Permittee agrees that completion of the action required by this Section O with relation to any building or structure included in the Project shall be deemed a condition precedent to the

right to occupy and utilize the building or structure. Commission and Permittee agree that the general level of water facilities construction for the Project required by this Section O has been heretofore accomplished by Permittee.

The existing agreement relating to water rights and water facilities for Deer Valley development entered into November 17, 1988 between Permittee as "DVRC", Royal Street as "Royal Street", and City as "Park City" and the Deer Valley Water Facilities Improvement Agreement dated March 31, 1994 between City, Royal Street and Permittee (as "DVRC") and the Amendment to the 1994 Deer Valley Water Facilities Improvement Agreement dated May 12, 2006 between City as "Park City", Royal Street and Permittee (as "DVRC") are made a part of this Permit by reference.

P. **Sewer Considerations** .Although City has no responsibility for sewer approvals; the Snyderville Basin Sewer Improvement District has indicated the following with respect to sewerage in Deer Valley: Projected flow calculations are based on average wastewater flow from residential units and make no distinction regarding size. In other words, the Sewer District does not follow the "unit equivalent" concept as does City.

The Sewer District has previously reviewed both the Upper and Lower Deer Valley sewer systems and made the following comments: Upper System (American Flag / Silver Lake Community) - There are two sections of sewer within the American Flag Subdivision that limit upstream, new growth to approximately 325 additional residential units. There are several sections with only slightly greater capacity. This concern or limitation was eliminated by construction of a new sewer trunk line from Royal Street through the Westview Parcel in 1988. Lower System (Solamere, Queen Esther, Fawn grove) - A portion of the trunk sewer serving this area was replaced in 1985 to provide greater capacity for Hanover and Park Con projects as well as Deer Valley's. These three developers executed an agreement with the District which identified their anticipated development and the percentage of the cost they would fund to "reserve" capacity in the sewer system. Of the present sewer capacity of approximately 1385 units, Deer Valley has approximately 200 units available for future development. However, there are downstream sections of sewer that have less capacity than the new Deer Valley North Road sewer. This problem will be pursued with the developers as necessary.

Q. **Separability**. If any provision or provisions of this Permit shall be held or deemed to be, or shall, in fact, be illegal, inoperative, or unenforceable, the same shall not affect any other provision or provisions herein contained or render the same invalid, inoperative or unenforceable to any extent, whatsoever.

R. **Term of Permit**. The term of this Permit is governed by the Twenty-Ninth Edition of the Land Management Code of Park City as revised as of April 1, 1993.

Approved this 30th day of November, 2016.

PARK CITY PLANNING COMMISSION

By _____

Planning Commission Chair

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
DEER VALLEY COMMUNITY					
Stonebridge & Boulder Creek Multi-Family	50	54	1	28	10.23
Aspenwood Multi-Family	30	30		28	9.21
Pine Inn & Trails End Multi-Family	40	45	1	35	8.52
In The Trees (South Multi-Family) Multi-Family	14	14		28-45	2.87
Black Diamond Lodge (Snow Park Lodge Multi-Family)	29	27		28-75	5.70
Courcheval Multi-Family	13.5	27	1	35	1.82
Daystar Multi-Family	24	24		28	9.84
Fawngrove Multi-Family	50	50		28	12.05
Chateaux Fawngrove Multi-Family	10.5	11	2	28	Incl
Bristlecone Multi-Family	20	20		28	Incl
Lakeside Multi-Family	60	60		28	6.49
Solamere Single Family (includes Oaks, Royal Oaks & Hidden Oaks)	274	274		28	237.81
Pinnacle Multi-Family	86	86		28	36.80
Comstock Lodge (East Bench Multi-Family)	10.5	21	1	35	3.50
Red Stag Lodge	8.5	11	1	35	Incl
Powder Run Multi-Family	25	33	1	35	3.20
Wildflower (Deer Valley North Lot 1 Multi-Family)	11	14	1	28	1.04
Glenfiddich (Deer Valley North Lot 2 Multi-Family)	12	12		28	1.45
Chapparal (Deer Valley North Lot 3 Multi-Family)	15	20	1	28	1.44
Northeast Multi-Family:					12.65
Lodges @ Deer Valley	73.25	85	3	28-35	
Silver Baron Lodge	42.75	50	12	28-35	
Snow Park Village (Snow Park Hotel & Parking Sites)	209.75	0	4	28-45	14.93
Total Deer Valley Community	1108.75				
AMERICAN FLAG COMMUNITY					
American Flag Single Family	93	93		28	83.04
LaMaconnerie Multi-Family	15	15		28	6.19
Total American Flag Community	108				
NORTH SILVER LAKE COMMUNITY					
Westview Single Family	15	1		28	40.69
Evergreen Single Family	36	36		28	27.60
NSL Homesite Parcel #1	1	1		35	1.90
Belleterre Single Family	10	10		28	11.42
Bellevue Townhomes (NSL Subdivision Lot 1)	24	14	10	28	4.62
Bellemont Townhomes (NSL Subdivision Lots 2A and 2A-1)	18	12	10	28	3.75
NSL Subdivision Lot 2B	54	0		45	5.96
BelleArbor Townhomes (NSL Subdivision Lot 2C)	43	21	10	28-35	8.25
NSL Subdivision Lot 2D Open Space Lot	0	0	5	0	4.03
Total North Silver Lake Community	201				
SILVER LAKE COMMUNITY					
Stag Lodge Multi-Family	50	52	6	28-35	7.34
Cache Multi-Family	12	12		28	1.77
Sterlingwood Multi-Family	18	18		28-35	2.48
Deer Valley Club	20	30	1	28-45	1.53
Double Eagle (SL East Parcel 2 Multi-Family)	18	18		28-35	2.26
Stein Eriksen Lodge Multi-Family	66.75	65	11	28-35	10.86
Little Belle Multi-Family	20	20		28	3.66
Chateaux At Silver Lake Lot 23 Deer Valley Club Estates Subdivision)	65	78	1	28-45	3.24
Sterling Lodge (Lot 2 Silver Lake East Subdivision)	14	14		28-45	0.61
Royal Plaza Multi-Family (Silver Lake Village Lot A)	7.6215	13	1	59 (A)	0.48
Mt. Cervin Plaza Multi-Family (Silver Lake Village Lot B)	7.5	7		59 (A)	0.54
Inn at Silver Lake (Silver Lake Village Lot C)	10	8		59 (A)	0.50
Goldener Hirsch Inn (Silver Lake Village Lot D)	5.5785	18	1	59 (A)	0.35
Mt Cervin Multi-Family (Silver Lake Village Lot E)	16	15		59 (A)	0.53
Silver Lake Village Lot F	0	0		59 (A)	0.35
Silver Lake Village Lot G	0	0		59 (A)	0.38
Silver Lake Village Lot H	0	0		59 (A)	0.44
Silver Lake Village Lot I (combination of Silver Lake Village lots F, G, H)	34.4215	38	13,14,15	59 (A)	1.17
SL Knoll Condominiums	4	4		35	0.76
Knoll Estates Single Family	21	21		35	9.90
Black Bear Lodge (Lot 22 Deer Valley Club Estates Subdivision)	51	51		35	1.39
Knollheim Single Family	20	5	7	35	1.84
Alpen Rose Single Family	2	2		35	0.66
Silverbird Multi-Family	6	6		35	0.80
Ridge Multi-Family	24	24		35	2.34

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
Enclave Multi-Family	17	17		28-35	1.79
Twin Pines Multi-Family	8	8		28-35	1.33
Cottages Single Family	11	11		28	7.06
Alta Vista Subdivision	7	7		35	6.02
Woods Multi-Family	16	7	8	28-35	2.41
Trailside Multi-Family	9	9		28-35	1.46
Aspen Hollow Multi-Family	16	16		28-35	3.18
Ridgepoint Multi-Family	38	38		28-35	5.60
Total Silver Lake Community	614.8715				
BALD EAGLE COMMUNITY					
Bald Eagle Single Family	78	58	9	28	35.65
Total Bald Eagle Community	78				
TOTAL CONVENTIONAL UNITS	2110.6215				
EMPLOYEE HOUSING UNITS					
Little Belle	1				
Stag Lodge	1				
Sterlingwood	1				
Bald Eagle	2				
Mt. Cervin	1				
Deer Valley Club	1				
TOTAL EMPLOYEE HOUSING UNITS	7				

NOTES:
1. These projects have been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density than base permitted density.
2. One small unit was separately permitted in this project using .5 unit of density.
3. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (85) than base permitted density (73.25).
4. This parcel is required to use the Unit Equivalent Formula contained in Section 10.12 of the Code.
5. This parcel has been platted as open space, with the open space applying to the open space requirement of Lot 2B.
6. Two additional units were permitted in this project on land that was not a part of the Deer Valley MPD.
7. This parcel was originally permitted as 20 MF units but subsequently developed as 5 single family homesites.
8. This parcel was permitted as 16 units. Subsequently 9 of the unit development rights were acquired by the homeowners and dedicated as open space.
9. This parcel was originally permitted as a combination of single family and multi-family. The multi-family uses were converted to single family with a density reduction from 78 to 58 units.
10. The development density on these parcels is less than the original permitted density at the election of the developer.
11. The transfer of 1.75 Unit Equivalents to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on June 28, 2006.
12. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (50) than base permitted density (42.75). The transfer of 1 Unit Equivalent to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on March 23, 2011.
13. Prior to issuance of a building permit on Lot I, the Property owner shall submit an Historic Mine Waste report. If Historic Mine Waste is located on the site, a mitigation plan shall also be submitted compliant with the Park City Soils Boundary Ordinance.
14. Building on Lot I shall be designed to be broken into more than one volumetric mass above final grade, exhibiting both horizontal and vertical articulation. Common underground parking is permitted.
15. The transfer of 0.4215 UE from Lot D to Lot I was approved by Planning Commission on November 30, 2016.

A. Lots in the Silver Lake Village Subdivision have a development height limitation tied to a base elevation of 8122' with peak of roof not to exceed elevation 8186'.

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 2
COMMERCIAL AND SUPPORT SPACE

LOCATION	RETAIL	RESTAURANT (3)	COMM'L OFFICES	ADMIN., SUPPORT & OTHER	TOTAL	TRANSFER TO RESIDENTIAL	DEVELOPED	REMAINING
SNOW PARK LODGE	13807	26958		85578	126343		126343	0
SNOW PARK TICKET SALES BUILDING				5112	5112		5112	0
SNOW PARK PLAZA BUILDING	3100		16000	4180	23280		23280	0
GENERAL SNOW PARK COMMERCIAL (1)	21890				21890		0	21890
SILVER LAKE LODGE	1200	29160		15790	46150		46150	0
EMPIRE LODGE (4)		22456		12544	35000		30453	4547
SILVER LAKE COMMUNITY (2)	27962		4265	12938	45165	1243	31954	11968
NORTH SILVER LAKE COMMUNITY	8000			6525	14525		0	14525
MAINTENANCE, WHSE, & SHOPS				31724	31724		31724	0
TOTAL	75959	78574	20265	174391	349189		295016	52930

NOTES:

(1) General Snow Park Commercial may only be utilized on certain parcels with approval of Commission and Permittee. 18110 square feet of General Snow Park Commercial has previously been allocated to and is included in totals for Snow Park Lodge.

(2) 10125 square feet of Silver Lake Community commercial has previously been allocated to and is included in totals for Silver Lake Lodge (1994 Silver Lake Lodge expansion 6990 sf and 1998 Silver Lake Lodge expansion 3135 sf).
Remainder of Silver Lake Community commercial consists of:

Developed Space:	
Royal Plaza	14312
Mt. Cervin Plaza	8080
Goldener Hirsch Inn	2062 (see note #5)
Chateaux at Silver Lake	7500
Total	31954
Transferred to Royal Plaza Residential	1243
Allocated but Undeveloped Space:	
Silver Lake Village Lot C	7000
Remainder Unallocated	4968
Total	45165

(3) Includes kitchen, receiving and storage.
(4) Maximum size of Empire Lodge is 35000 sf of which 30453 sf has been developed.
(5) Commercial uses on Silver Lake Village Lot D includes 2,062 sf as allocated from this Amended and Restated Large Scale MPD, plus support commercial uses.

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 3
OTHER PROJECT COMPONENTS

ITEM	WITHIN PARK CITY	OUTSIDE PARK CITY
SKI AREA (1)		
CHAIRLIFTS	15	5
GONDOLA		1
SKI TRAILS AND BOWLS	63	34
SNOWMAKING	X	X
SKI PATROL / UTILITY STATIONS:		
BALD EAGLE MTN.	X	
BALD MTN.	X	
FLAGSTAFF MTN.	X	
LITTLE BALDY		X
JORDANELLE BASE		X
EMPIRE CANYON	X	
AMENITIES		
SNOW PARK LAKES & MEADOWS	X	
SNOW PARK PARKING LOTS	X	
PEDESTRIAN TRAIL SYSTEM	X	X
MOUNTAIN BIKING TRAILS SYSTEM	X	X
SOLAMERE SWIM & TENNIS FACILITY	X	
SNOWSHOE TOMMYS CABIN	X	
CUSHINGS CABIN	X	
BIRDSEYE CABIN	X	
JORDANELLE BASE		X
SNOW PARK CONCERT AMPHITHEATRE	X	

(1) ADDITIONAL SKI AREA FACILITIES AS DEMAND DICTATES, SUBJECT TO PROVISIONS OF PARK CITY LAND MANAGEMENT CODE AND OTHER APPLICABLE JURISDICTIONS.

SNOW PARK VILLAGE

DEER VALLEY RESORT

PARKING STRUCTURE CUP APPLICATION EXHIBITS

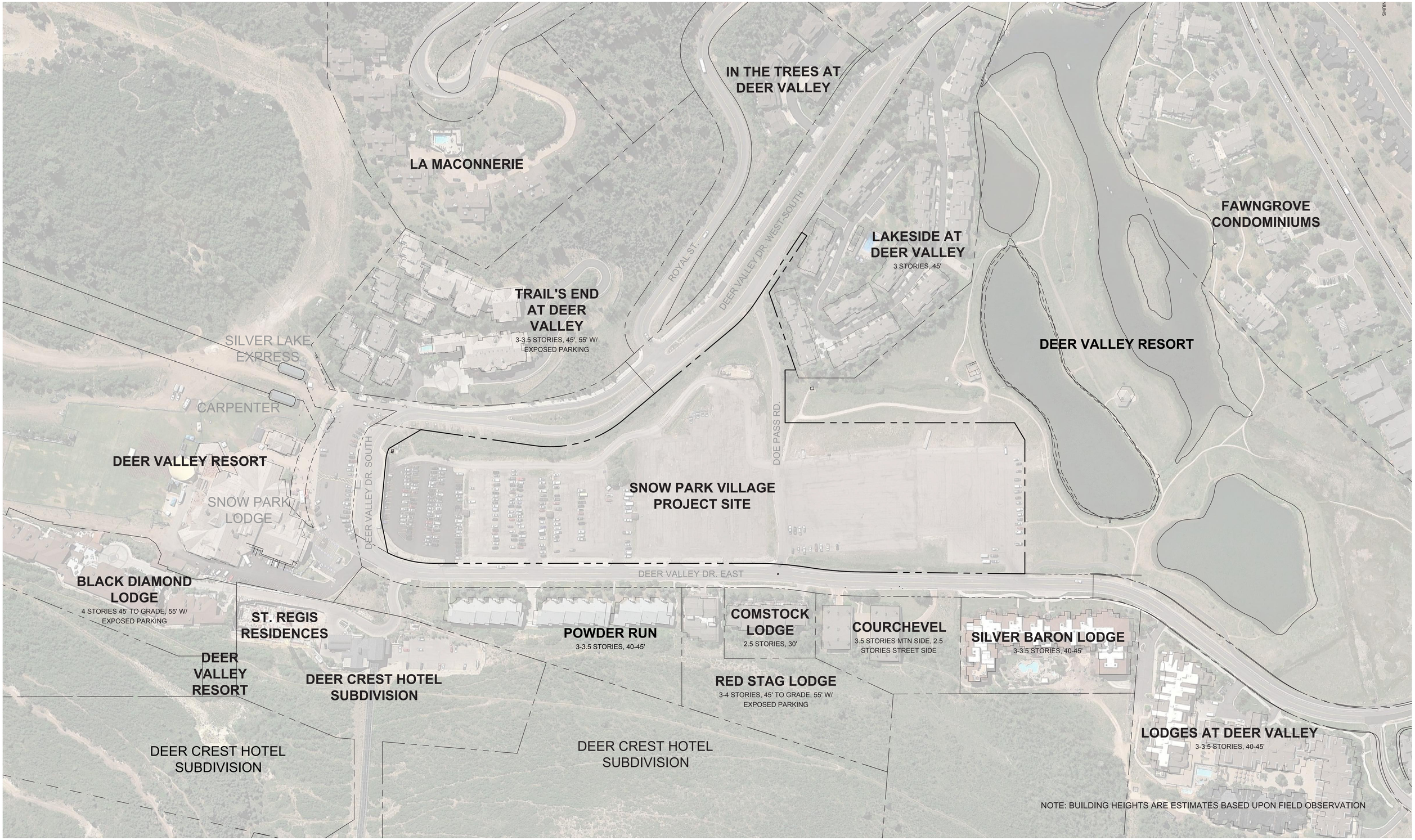
OCTOBER 24, 2024 - REV 04

Exhibit 1	Project Location
Exhibit 2	Existing Conditions / Adjacent Parcels
Exhibit 3	ALTA / ACSM Land Title Survey_REV 01
Exhibit 4	ALTA Survey with Aerial
Exhibit 5	Slope Map
Exhibit 6	Existing Conditions and Topography
Exhibit 7	Context Circulation Plan_REV 02, REV 03
Exhibit 8	Drop-off Circulation Plan_REV 02, REV 03
Exhibit 9	Site Circulation & Mobility Plan_REV 02, REV 03
Exhibit 10A-1OC	Pedestrian Circulation & Mobility Plan_REV 02, REV 03
Exhibit 10D	Pedestrian Vertical Circulation & Garage_REV 02, REV 03
Exhibit 11	Emergency Vehicle Circulation_REV 02, REV 03
Exhibit 12A	Development Data Summary_Rev 02, REV 03, REV 04
Exhibit 12B	Development Data Summary_Rev 02
Exhibit 13A-13D	Parking Garage, Transit Center, Ski School & Floor Plans_REV 02, REV 03
Exhibit 14	Transit Center Drop-Off Plans_REV 02, REV 03
Exhibit 15	Civil Transit Drop-Off Plans_REV 02, REV 03
Exhibit 16	Garage Exterior Material Palette Concept, REV 03, REV 04
Exhibit 17	Garage Roof Top Plan, REV 03
Exhibit 18	Site/Building Sections - Key Plan, REV 03
Exhibit 19	Site/Building Sections & Height Compliance, REV 03
Exhibit 20A-20C	Site/Building Elevation_REV 02, REV 03
Exhibit 21	1955 USGS Topography
Exhibit 22	Natural Grade Approval
Exhibit 23A-B	Open Space Plan & Snow Storage_REV 02, REV 03
Exhibit 24	Civil Site Plan - Plat & Right of Way_REV 02, REV 03
Exhibit 25	Civil Site Plan - Roads_REV 02, REV 03
Exhibit 27	Civil Site Plan - P2_REV 02, REV 03
Exhibit 28	Civil Site Plan - P1_REV 02, REV 03
Exhibit 29A-29G	Civil Site Plan - Neighborhood and Access - Road Design_REV 02, REV 03
Exhibit 30	Civil Site Plan - Wayfinding_REV 02, REV 03
Exhibit 31	Civil Site Plan - Utilities_REV 02, REV 03
Exhibit 32	Civil Site Plan - Grading Plan_REV 02, REV 03
Exhibit 33	Civil Site Plan - Overall Site Key Plan_REV 02, REV 03
Exhibit 34	Civil Site Plan - Trails End Plan and Profile
Exhibit 35	Civil Site Plan - Deer Valley West - Plan and Profile 1_REV 02, REV 03
Exhibit 36	Civil Site Plan - Deer Valley West - Plan and Profile 2_REV 02, REV 03
Exhibit 37	Civil Site Plan - Deer Valley West - Plan and Profile 3_REV 02, REV 03
Exhibit 38	Civil Site Plan - Doe Pass Drive - Plan and Profile_REV 02, REV 03
Exhibit 39	Civil Site Plan - Deer Valley East - Plan and Profile 1_REV 02, REV 03
Exhibit 40	Civil Site Plan - Deer Valley East - Plan and Profile 2_REV 02, REV 03
Exhibit 41	Civil Site Plan - Deer Valley East - Plan and Profile 3_REV 02, REV 03



N

DEER VALLEY® | skylab | Snow Park Village | Exhibit 1: **Project Location**



DEER VALLEY® | skylab | Snow Park Village

Exhibit 2: **Existing Conditions / Adjacent Parcels**

0 100 200 Feet

N

Exhibit 3: **ALTA / ACSM Land Title Survey**

SURVEYOR'S CERTIFICATE

PROFESSIONAL LAND SURVEYOR — No. 4857264 MICHAEL DEMKOWICZ — STATE OF UTAH

To Deer Valley Resort Company, LLC, a Utah limited liability company, High Country Title and Stewart Title Guaranty Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 4, 8, 11, 16 and 17 of Table A thereof.

6/25/19
Date

Michael Demkowicz, No. 4857264

LEGAL DESCRIPTION

Beginning at a point which is South 1418.41 feet and East 4006.67 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian (basis of bearing being South 00°30'11" West from the East quarter corner of said Section 16 to the Southeast corner of said Section 16); said point also being on the Westerly right-of-way line of Deer Valley Drive East Section "B" as recorded in the Summit County Recorder's Office as Entry No. 188988; and running thence along said right-of-way line, South 00°40'00" West 408.76 feet to a point on a 878.16 foot radius curve to the right (center bears North 89°20'00" West 878.16 feet); thence Southwesterly along the arc of said curve 127.48 feet through a central angle of 08°19'03" to a point on a 870.52 foot radius curve to the left (center bears South 81°00'57" East 870.52 feet); thence Southwesterly along the arc of said curve 136.50 feet through a central angle of 08°59'03" to a point of tangency; thence South 800.00 feet to a point on a 249.90 foot radius curve to the right (center bears West 249.90 feet); thence along the arc of said curve and continuing along said Westerly right-of-way of Deer Valley Drive East Section "B" 114.84 feet through a central angle of 26°19'46" to the Northerly line of the Dedication Parcel as recorded in the Summit County Recorder's Office in Book 924 at Page 274; thence departing from said right-of-way and continuing along said Dedication Parcel South 78°14'07" West 89.60 feet; thence North 84°36'26" West 145.24 feet to a point on an 80.00 foot radius curve to the right (center bears North 5°23'34" East 80.00 feet); thence along the arc of said curve 28.08 feet through a central angle of 20°06'46"; thence North 30°26'41" West 92.29 feet to a point on the East right-of-way line of the Deer Valley Drive South Section "D" plat as recorded in the Summit County Recorder's Office, Entry No. 188987; thence along said right-of-way North 08°00'00" East 284.85 feet to the point on a 280.00 foot radius curve to the left (center bears North 82°00'00" West 280.00 feet); thence along the arc of said curve 234.57 feet through a central angle of 48°00'00"; thence North 40°00'00" West 104.22 feet to a point on the Easterly right-of-way line of the Deer Valley Road Section "C"; thence along said right-of-way North 40°00'00" West 249.01 feet to a point on a 308.50 foot radius curve to the left (center bears South 50°00'00" West 308.53 feet); thence along the arc of said curve 88.46 feet through a central angle of 16°25'40"; thence North 56°25'40" West 209.15 feet; thence leaving said right-of-way North 33°34'20" East 15.00 feet; thence South 56°25'40" East 169.67 feet; thence North 71°00'00" East 203.15 feet; thence South 26.31 feet; thence East 131.21 feet; thence North 569.98 feet; thence North 59°04'00" East 49.70 feet; thence East 332.69 feet to the point of beginning.

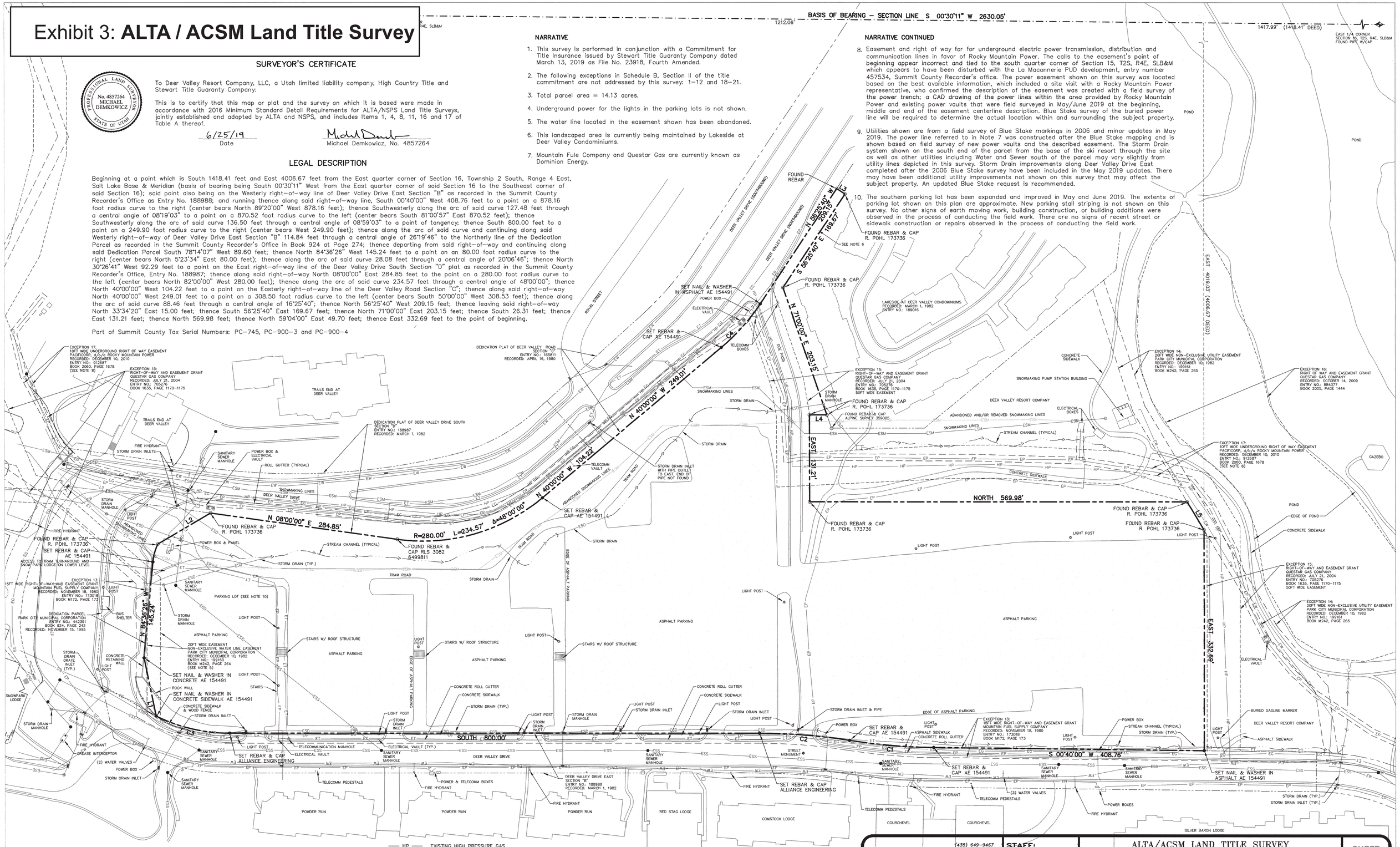
Part of Summit County Tax Serial Numbers: PC-745, PC-900-3 and PC-900-4

NARRATIVE

1. This survey is performed in conjunction with a Commitment for Title Insurance issued by Stewart Title Guaranty Company dated March 13, 2019 as File No. 23918, Fourth Amended.
2. The following exceptions in Schedule B, Section II of the title commitment are not addressed by this survey: 1–12 and 18–21.
3. Total parcel area = 14.13 acres.
4. Underground power for the lights in the parking lots is not shown.
5. The water line located in the easement shown has been abandoned.
6. This landscaped area is currently being maintained by Lakeside at Deer Valley Condominiums.
7. Mountain Fule Company and Questar Gas are currently known as Dominion Energy.

NARRATIVE CONTINUED

8. Easement and right of way for for underground electric power transmission, distribution and communication lines in favor of Rocky Mountain Power. The calls to the easement's point of beginning appear incorrect and tied to the south quarter corner of Section 15, T2S, R4E, SLB&M which appears to have been disturbed with the La Maconnerie PUD development, entry number 457534, Summit County Recorder's office. The power easement shown on this survey was located based on the best available information, which included a site visit with a Rocky Mountain Power representative, who confirmed the description of the easement was created with a field survey of the power trench; a CAD drawing of the power lines within the area provided by Rocky Mountain Power and existing power vaults that were field surveyed in May/June 2019 at the beginning, middle and end of the easement centerline description. Blue Stake survey of the buried power line will be required to determine the actual location within and surrounding the subject property.
9. Utilities shown are from a field survey of Blue Stake markings in 2006 and minor updates in May 2019. The power line referred to in Note 7 was constructed after the Blue Stake mapping and is shown based on field survey of new power vaults and the described easement. The Storm Drain system shown on the south end of the parcel from the base of the ski resort through the site as well as other utilities including Water and Sewer south of the parcel may vary slightly from utility lines depicted in this survey. Storm Drain improvements along Deer Valley Drive East completed after the 2006 Blue Stake survey have been included in the May 2019 updates. There may have been additional utility improvements not shown on this survey that may affect the subject property. An updated Blue Stake request is recommended.
10. The southern parking lot has been expanded and improved in May and June 2019. The extents of parking lot shown on this plan are approximate. New parking stall striping is not shown on this survey. No other signs of earth moving work, building construction, or building additions were observed in the process of conducting the field work. There are no signs of recent street or sidewalk construction or repairs observed in the process of conducting the field work.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 78°14'07" W	89.60
L2	N 30°26'41" W	92.29
L3	N 33°34'20" E	15.00
L4	S 00°00'00" E	26.31
L5	N 59°04'00" E	49.70

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	878.16	127.48	8°19'03"
C2	870.52	136.50	8°59'03"
C3	249.90	114.84	26°19'46"
C4	308.53	88.46	16°25'40"

HP — EXISTING HIGH PRESSURE GAS
EG — EXISTING GAS
EP — EXISTING POWER
ET — EXISTING TELECOMMUNICATIONS
EW — EXISTING WATER
ESS — EXISTING SANITARY SEWER
ESD — EXISTING STORM DRAIN
ESM — EXISTING SNOW MAKING

LEGEND
● Set monument as noted
○ Found monument as noted

60' 0 60' 120'

Alliance Engineering Inc. (435) 649-9467
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF: MICHAEL DEMKOWICZ, MARSHALL KING, JASON WYNN

DATE: 6/25/19

ALTA/ACSM LAND TITLE SURVEY
SNOW PARK VILLAGE PARCEL

FOR: DEER VALLEY RESORT
JOB NO.: 11-01-19
FILE: X:\SnowParkVillage\dwg\srv\srvy2019\110119snowparkALTA\110119.dwg

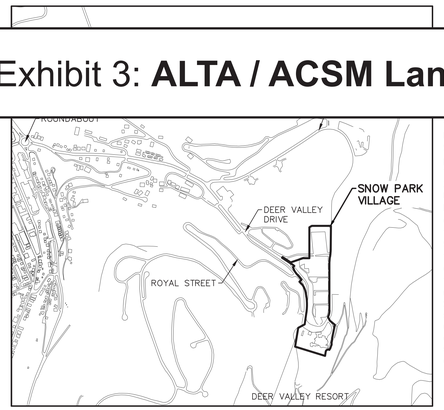
Exhibit 3: **ALTA / ACSM Land Title Survey**

LEGAL DESCRIPTION

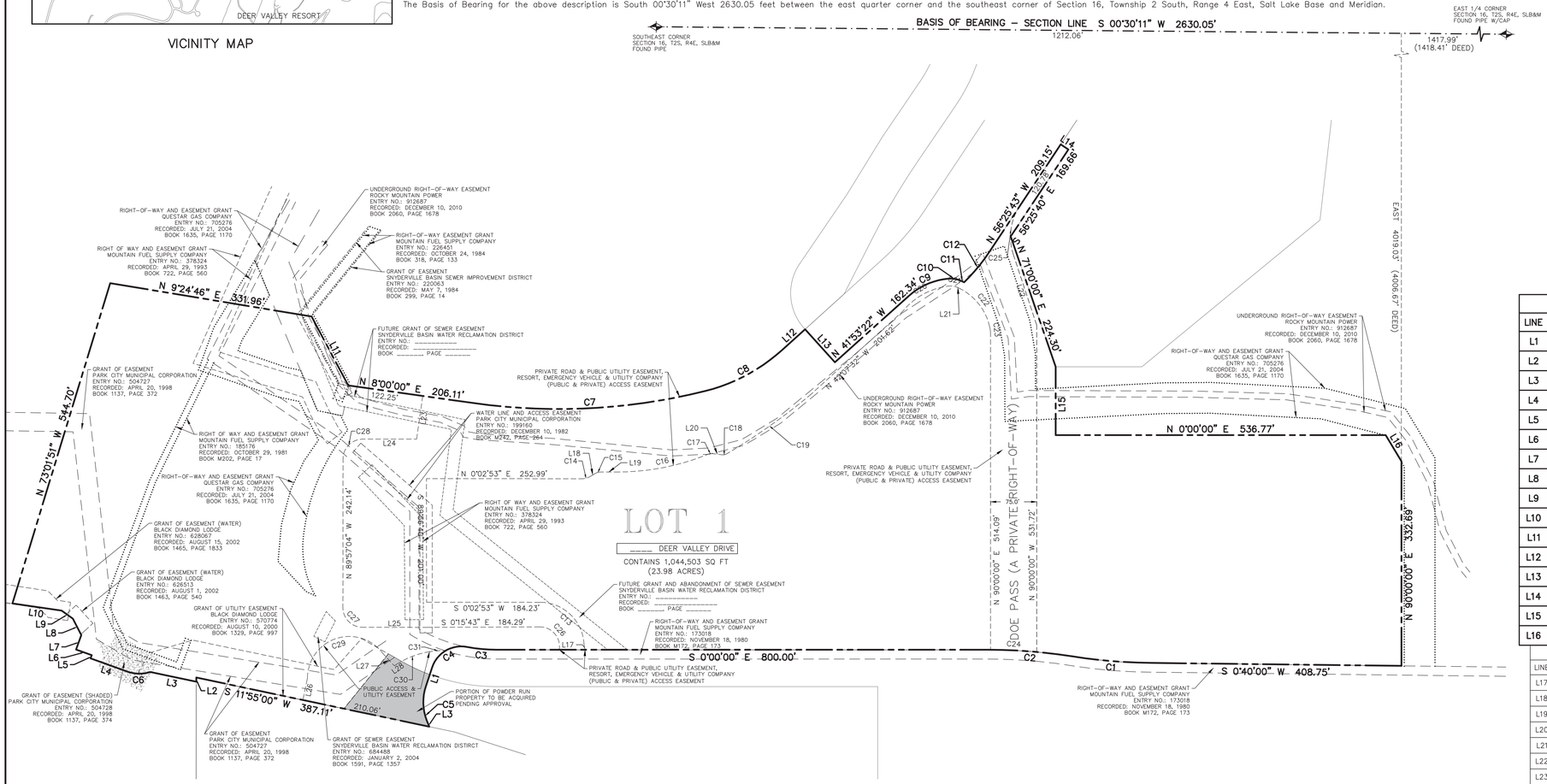
...er of Section 15 and the northeast quarter of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

...st 1417.99 feet and East 4019.03 feet from the east quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being on the west ...B", recorded March 1, 1982, as Entry No. 188988 in the Office of the Recorder, Summit County, Utah; and running thence coincident with the west right-of-way of Deer Valley Drive East ...outh 00°40'00" West 408.75 feet to a point on a curve to the right having a radius of 878.16 feet, of which the radius point bears North 89°20'00" West; thence 2) along the arc of said ...8°19'03" to a point of reverse curve to the left having a radius of 870.52 feet, of which the radius point bears South 81°00'57" East; thence 3) along the arc of said curve 136.50 feet through ...300.00 feet to a point on a curve to the right having a radius of 249.90 feet, of which the radius point bears West; thence 5) along the arc of said curve 114.84 feet through a central angle ...5 feet to the southwesterly corner of Powder Run Condominiums, recorded November 1, 1985, as Entry No. 241128 in the Office of the Recorder, Summit County, Utah; thence coincident with the southerly boundary of Powder Run Condominiums South 51°00'00" East 114.86 feet to the west boundary of Deer Crest Hotel Subdivision Plat, recorded May 16, 2005, as Entry No. 736261 in the Office of the Recorder, Summit County, Utah; thence coincident with the Deer Crest Hotel Subdivision Plat the following two (2) courses: 1) South 11°55'00" West 245.62 feet; thence 2) South 89°56'57" East 6.84 feet to the west boundary of Black Diamond Subdivision recorded September 18, 2000, as Entry No. 573025 in the Office of the Recorder, Summit County, Utah; thence coincident with the west boundary of Black Diamond Subdivision the following nine (9) courses: 1) South 11°55'00" West 76.60 feet to a point on a non tangent curve to the right having a radius of 59.50 feet, of which the radius point bears South 72°39'30" West; thence 2) along the arc of said curve 38.67 feet through a central angle of 37°14'08"; thence 3) South 19°53'38" West 62.78 feet; thence 4) North 70°06'22" West 5.50 feet; thence 5) South 19°53'38" West 27.00 feet; thence 6) North 70°06'22" West 25.00 feet; thence 7) South 62°39'43" West 30.00 feet; thence 8) South 35°56'44" West 22.53 feet; thence 9) South 08°18'18" West 80.89 feet to the south boundary of that certain Special Warranty Deed recorded August 6, 2021, as Entry No. 1170158 in Book 2683 at Page 1822 in the Office of the Recorder, Summit County, Utah; thence coincident with the south and west boundaries the following two (2) courses: 1) North 73°01'51" West 544.70 feet; thence 2) North 09°24'46" East 331.96 feet to the southernmost point of Trail's End at Deer Valley, recorded March 18, 2009, as Entry No. 867530 in the Office of the Recorder, Summit County, Utah; thence coincident with the south boundary of Trail's End at Deer Valley North 62°00'00" East 127.02 feet (record 127.00 feet) to the southwesterly corner of Deer Valley Drive South Section "D", recorded March 1, 1982, as Entry No. 188987 in the Office of the Recorder, Summit County, Utah, said point also being the southeasterly corner of the aforementioned Trail's End at Deer Valley; thence coincident with the westerly right-of-way of Deer Valley Drive South Section "D" and Trail's End at Deer Valley the following four (4) courses: 1) North 08°00'00" East 206.11 feet to a point on a curve to the left having a radius of 988.10 feet, of which the radius point bears North 82°00'00" West; thence 2) along the arc of said curve 379.40 feet through a central angle of 22°00'00" to a point of compound curve to the left having a radius of 290.00 feet, of which the radius point bears South 76°00'00" West; thence 3) along the arc of said curve 142.26 feet through a central angle of 28°06'26"; thence 4) North 42°06'26" West 21.90 feet; thence continuing North 42°06'26" West 29.08 feet coincident with the easterly boundary of Trail's End at Deer Valley to the easternmost point of the Dedication Plat of Lake Flat Road, Section "A" (also known as Royal Street), recorded April 16, 1980, as Entry No. 165813 in the Office of the Recorder, Summit County, Utah; thence North 47°53'34" East 47.72 feet; thence North 41°44'02" West 70.59 feet to a point on a curve to the right having a radius of 247.00 feet, of which the radius point bears North 48°15'58" East; thence along the arc of said curve 100.21 feet through a central angle of 23°14'46"; thence North 18°29'16" West 81.14 feet to the northerly right-of-way of the Dedication Plat of Deer Valley Road Section "C", recorded April 16, 1980, as Entry No. 165811 in the Office of the Recorder, Summit County, Utah; thence coincident with the northerly right-of-way of Deer Valley Road Section "C" North 56°25'40" West 206.59 feet to the southerly boundary of Lakeside at Deer Valley Condominiums, recorded March 1, 1982, as Entry No. 189016 in the Office of the Recorder, Summit County, Utah; thence coincident with the southerly boundary of Lakeside at Deer Valley Condominiums the following three (3) courses: 1) North 33°34'20" East 15.00 feet; thence 2) South 56°25'40" East 169.66 feet; thence 3) North 71°00'00" East 224.30 feet, and the easterly 21.16 feet of the aforementioned third course also being coincident with the northerly boundary of that certain Special Warranty Deed recorded August 6, 2021, as Entry No. 1170159 in Book 2683 at Page 1827 in the Office of the Recorder, Summit County, Utah; thence coincident with said Special Warranty Deed East 111.20 feet to the boundary of that certain Special Warranty Deed recorded July 1, 2021, as Entry No. 1167578 in Book 2676 at Page 1205 in the Office of the Recorder, Summit County, Utah; thence coincident with said Special Warranty Deed the following three (3) courses: 1) North 536.77 feet; thence 2) North 59°04'00" East 49.70 feet; thence 3) East 332.69 feet to the point of beginning.

The Basis of Bearing for the above description is South 00°30'11" West 2630.05 feet between the east quarter corner and the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian.



VICINITY MAP



SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 4857264 as prescribed under the laws of the State of Utah. I further certify that by authority of the owner, I have made a survey of the land shown on this plat and described hereon, and have divided said land into lots, hereafter to be known as SNOW PARK VILLAGE and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

No. 4857264 MICHAEL DEMKOWICZ — PROFESSIONAL LAND SURVEYOR — STATE OF UTAH

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of the hereon described tract of land, and hereby causes the same to be divided into lots and a public right-of-way, together with easements as set forth to be hereafter known as SNOW PARK VILLAGE and does hereby dedicate for the perpetual use of the public the areas shown on this plat as intended for public use, reserving unto the aforementioned owner a perpetual air space easement for the installation of a bridge or other improvement over Doe Pass and allowing aerial connection between Lot 1 and Lot 2. The undersigned owner also hereby conveys to any and all public utility companies a perpetual, non-exclusive easement over any public utility easements shown on this plat, the same to be used for the installation, maintenance and operation of utility lines and facilities. The undersigned owner also hereby conveys any other easements as shown on this plat to the parties indicated and for the purposes shown hereon.

In witness whereof, the undersigned set his hand this _____ day of _____, 2024.

Deer Valley Development Company, a Delaware corporation

By: _____

Its: _____

ACKNOWLEDGMENT

STATE OF _____)

:ss.

COUNTY OF _____)

On this _____ day of _____ 2024, _____ personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is the president of Deer Valley Development Company, a Delaware corporation, and that said document was signed by him on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed SNOW PARK VILLAGE.

By: _____
Notary Public

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

NOTES

1. This plat is subject to the Conditions of Approval in Ordinance 2024_____.

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S 71°45'39" E	32.36'
L2	S 89°56'57" E	6.84'
L3	S 11°55'00" W	76.60'
L4	S 19°53'38" W	62.78'
L5	N 70°06'22" W	5.50'
L6	S 19°53'38" W	27.00'
L7	N 70°06'22" W	25.00'
L8	S 62°39'43" W	30.00'
L9	S 35°56'44" W	22.53'
L10	S 8°18'18" W	80.89'
L11	N 62°00'00" E	127.02'
L12	N 42°06'26" W	50.98'
L13	N 47°53'34" E	72.38'
L14	N 33°34'20" E	15.00'
L15	N 90°00'00" E	111.20'
L16	N 59°04'00" E	49.70'

LINE TABLE		
LINE	DIRECTION	LENGTH
L17	S 77°50'26" W	7.37'
L18	N 29°57'07" W	11.28'
L19	N 0°02'53" E	27.56'
L20	N 6°54'25" E	15.57'
L21	N 27°10'31" E	1.32'
L22	S 71°42'24" W	121.44'
L23	N 82°00'00" W	71.00'
L24	N 0°00'00" E	87.68'
L25	S 0°02'47" W	104.00'
L26	N 78°05'00" W	36.15'
L27	N 46°47'14" E	25.77'
L28	N 35°15'36" W	4.51'

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	878.16'	127.48'	8°19'03"
C2	870.52'	136.50'	8°59'03"
C3	249.90'	47.96'	10°59'42"
C4	50.00'	72.22'	82°45'21"
C5	82.13'	62.85'	43°50'56"
C6	59.50'	38.67'	37°14'08"
C7	988.10'	379.40'	22°00'00"
C8	290.00'	142.26'	28°06'26"
C9	109.50'	70.13'	36°41'49"
C10	42.50'	20.34'	27°25'29"
C11	89.50'	6.85'	4°22'58"
C12	308.50'	65.03'	12°04'40"

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C13	72.00'	111.09'	88°24'13"
C14	25.00'	13.09'	30°00'00"
C15	15.00'	7.85'	30°00'00"
C16	389.00'	151.23'	22°16'28"
C17	15.00'	7.63'	29°08'01"
C18	12.50'	6.86'	31°26'06"
C19	1033.52'	168.34'	9°19'57"
C20	112.81'	87.76'	44°34'21"
C21	30.50'	14.60'	27°25'29"
C22	92.99'	84.98'	52°21'34"
C23	50.00'	10.93'	12°31'21"
C24	887.81'	75.11'	4°50'51"
C25	89.97'	81.45'	51°51'56"
C26	31.99'	55.52'	99°25'10"
C27	32.00'	50.27'	90°00'09"
C28	32.00'	50.24'	89°57'04"
C29	68.00'	172.27'	145°09'01"
C30	139.59'	57.52'	23°36'34"
C31	166.00'	27.21'	9°23'30"

100' 0 100' 200'

SNOW PARK VILLAGE

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 15
THE NORTHEAST QUARTER OF SECTION 22
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

5/31/2024 JOB NO.: 11-1-19 FILE: X:\SnowParkVillage\dwg\srv\plat2019\110119-option2 -June 2024.dwg

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL AND ACCEPTANCE	CERTIFICATE OF ATTEST	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2024	RECOMMENDED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2024	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2024	APPROVED AS TO FORM THIS _____ DAY OF _____, 2024	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2024	I CERTIFY THIS PLAT WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2024	APPROVED THIS _____ DAY OF _____, 2024	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
BY _____ ENGINEERING DEPARTMENT	BY _____ CHAIR	BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ MAYOR	BY _____ PARK CITY RECORDER	BY _____ SUMMIT COUNTY GIS COORDINATOR	_____ FEE _____ RECORDER
							TIME _____ DATE _____ ENTRY NO. _____

Exhibit 4: **ALTA Survey w/ Aerial**

BOUNDARY DESCRIPTION

and East 4006.67 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian (basis of bearing being South 00°30'11" West from the East quarter corner of said Section 16) to the Southeast corner of said Section 16); said point also being on the Westerly right-of-way line of Deer Valley Drive East Section "B" as recorded in the Summit County Recorder's Office as Entry No. 188988; and running thence along said right-of-way line, South 00°40'00" West 408.76 feet to a point on a 878.16 foot radius curve to the right (center bears North 89°20'00" West 878.16 feet); thence Southwesterly along the arc of said curve 127.48 feet through a central angle of 08°19'03" to a point on a 870.52 foot radius curve to the left (center bears South 81°00'57" East 870.52 feet); thence Southwesterly along the arc of said curve 136.50 feet through a central angle of 08°59'03" to a point of tangency; thence South 800.00 feet to a point on a 249.90 foot radius curve to the right (center bears West 249.90 feet); thence along the arc of said curve and continuing along said Westerly right-of-way of Deer Valley Drive East Section "B" 114.84 feet through a central angle of 26°19'46" to the Northerly line of the Dedication Parcel as recorded in the Summit County Recorder's Office in Book 924 at Page 274; thence departing from said right-of-way and continuing along said Dedication Parcel South 78°14'07" West 89.60 feet; thence North 84°36'26" West 145.24 feet to a point on an 80.00 foot radius curve to the right (center bears North 5°23'34" East 80.00 feet); thence along the arc of said curve 28.08 feet through a central angle of 20°06'46"; thence North 30°26'41" West 92.29 feet to a point on the East right-of-way line of the Deer Valley Drive South Section "D" plat as recorded in the Summit County Recorder's Office, Entry No. 188987; thence along said right-of-way North 08°00'00" East 284.85 feet to the point on a 280.00 foot radius curve to the left (center bears North 82°00'00" West 280.00 feet); thence along the arc of said curve 234.57 feet through a central angle of 48°00'00"; thence North 40°00'00" West 104.22 feet to a point on the Easterly right-of-way line of the Deer Valley Road Section "C"; thence along said right-of-way North 40°00'00" West 249.01 feet to a point on a 308.50 foot radius curve to the left (center bears South 50°00'00" West 308.53 feet); thence along the arc of said curve 88.46 feet through a central angle of 16°25'40"; thence North 56°25'40" West 209.15 feet; thence leaving said right-of-way North 33°34'20" East 15.00 feet; thence South 56°25'40" East 169.67 feet; thence North 71°00'00" East 203.15 feet; thence South 26.31 feet; thence East 131.21 feet; thence North 569.98 feet; thence North 59°04'00" East 49.70 feet; thence East 332.69 feet to the point of beginning.

Part of Summit County Tax Serial Numbers: PC-745, PC-900-3 and PC-900-4

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 78°14'07" W	89.60
L2	N 30°26'41" W	92.29
L3	N 33°34'20" E	15.00
L4	S 00°00'00" E	26.31
L5	N 59°04'00" E	49.70

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	878.16	127.48	8°19'03"
C2	870.52	136.50	8°59'03"
C3	249.90	114.84	26°19'46"
C4	308.53	88.46	16°25'40"

HP —— EXISTING HIGH PRESSURE GAS
EG —— EXISTING GAS
EP —— EXISTING POWER
ET —— EXISTING TELECOMMUNICATIONS
EW —— EXISTING WATER
ESS —— EXISTING SANITARY SEWER
ESD —— EXISTING STORM DRAIN
ESM —— EXISTING SNOW MAKING

LEGEND
- Set monument as noted
- Found monument as noted

60' 0 60' 120'

PROFESSIONAL LAND SURVEYOR No. 4857264 MICHAEL DEMKOWICZ 10/17/19 STATE OF UTAH

(435) 649-9467
Alliance Engineering, Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
JASON WYNN

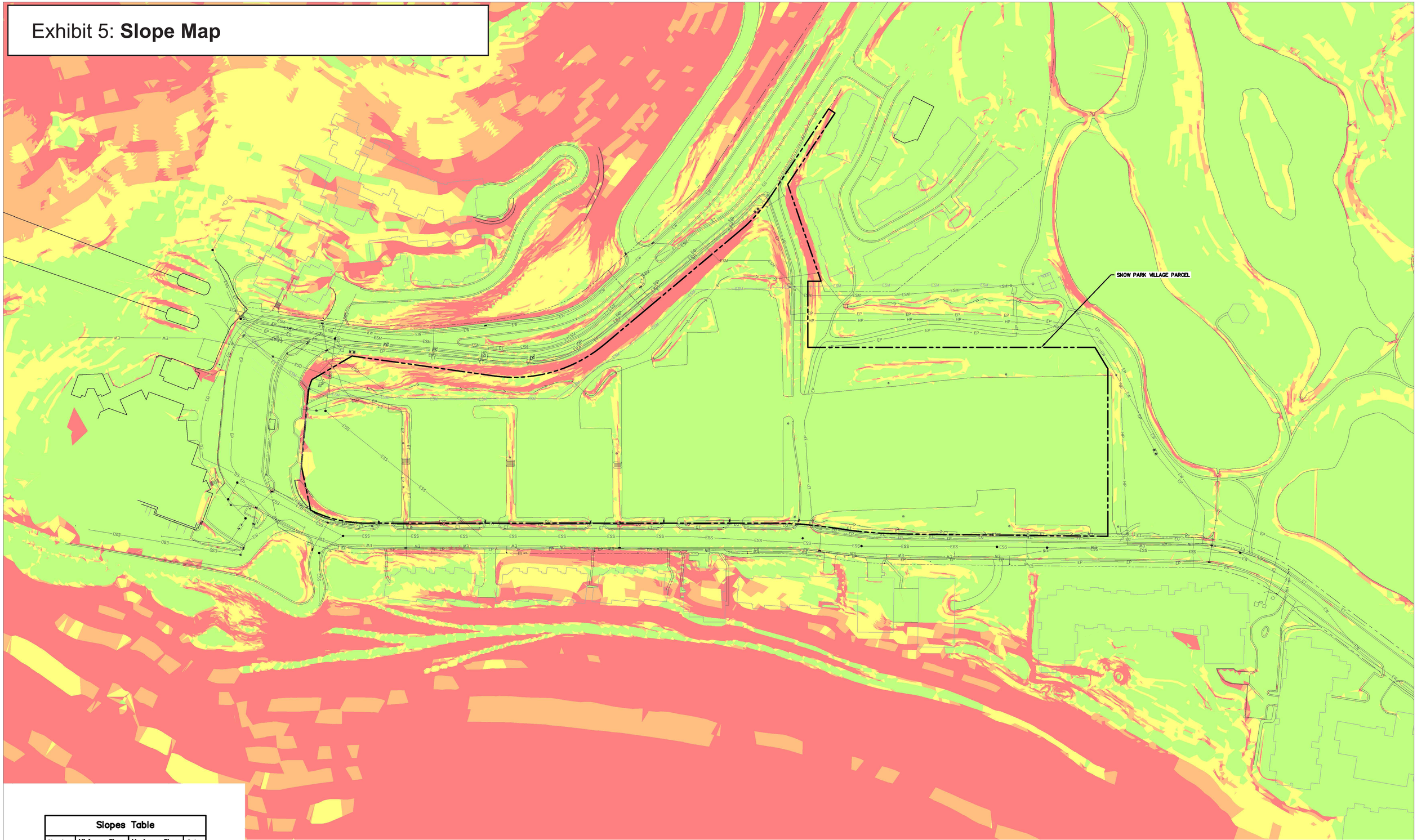
DATE: 10/17/19

ALTA SURVEY EXHIBIT WITH AERIAL
SNOW PARK VILLAGE PARCEL

FOR: DEER VALLEY RESORT
JOB NO.: 11-01-19
FILE: X:\SnowParkVillage\dwg\srv\srvy2019\110119snowparkALTA\110119.dwg

SHEET 1 OF 1

Exhibit 5: **Slope Map**



Slopes Table			
Number	Minimum Slope	Maximum Slope	Color
1	0%	15%	
2	15%	30%	
3	30%	40%	
4	40%	Vertical	

80' 0 80' 160'

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

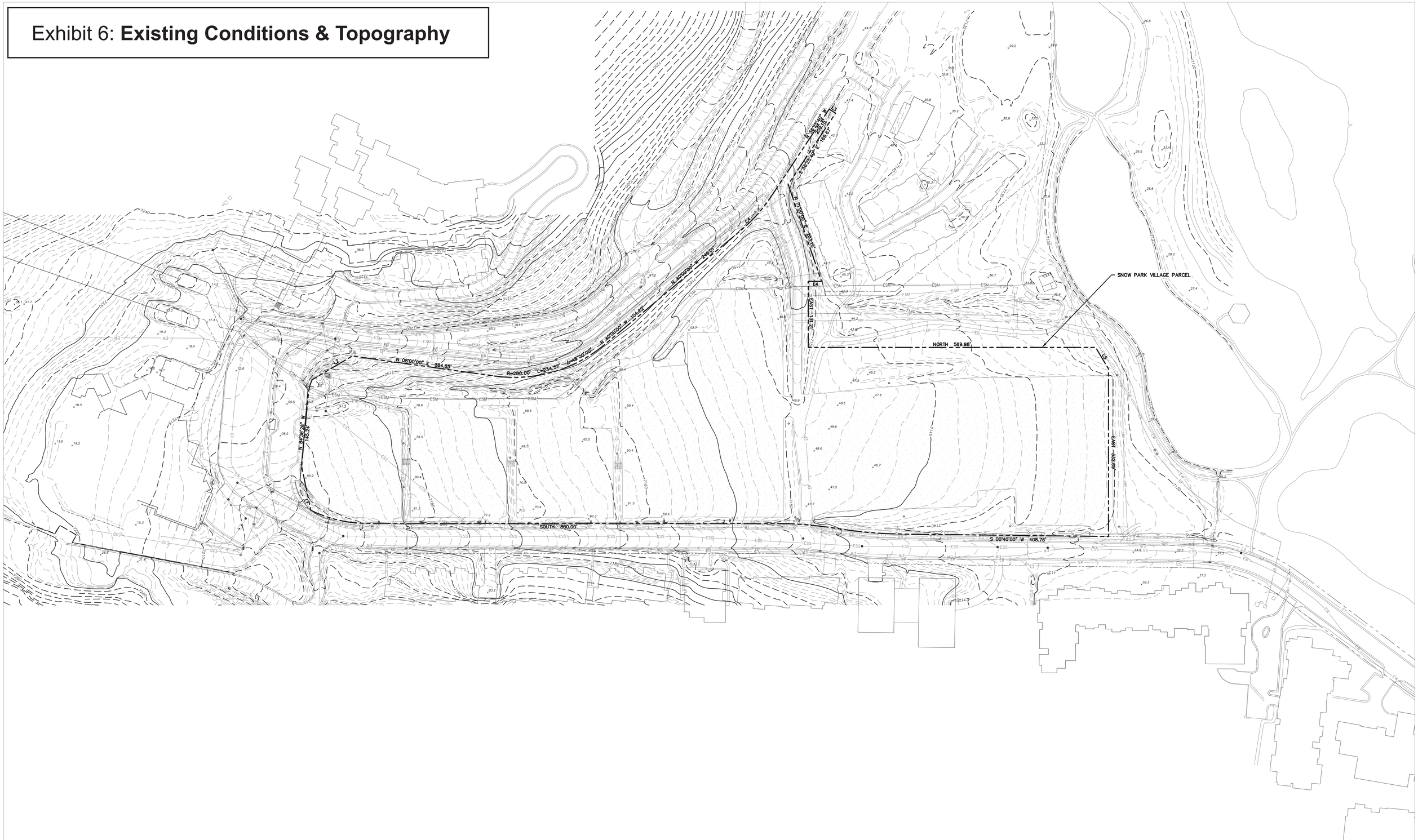
STAFF:
MICHAEL DEMKOWICZ
STEVE MILLER

DATE: 10/18/19

DEER VALLEY SNOW PARK
SLOPE MAP
2007 AERAL TOPOGRAPHY

FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\Snowpark Topo EG Slope Map.dwg

Exhibit 6: **Existing Conditions & Topography**



LEGEND:

2007 AERIAL CONTOURS

2007 SPOT ELEVATION

DEER VALLEY®

skylab

Snow Park Village

80' 0 80' 160'

(435) 649-9467

Alliance Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

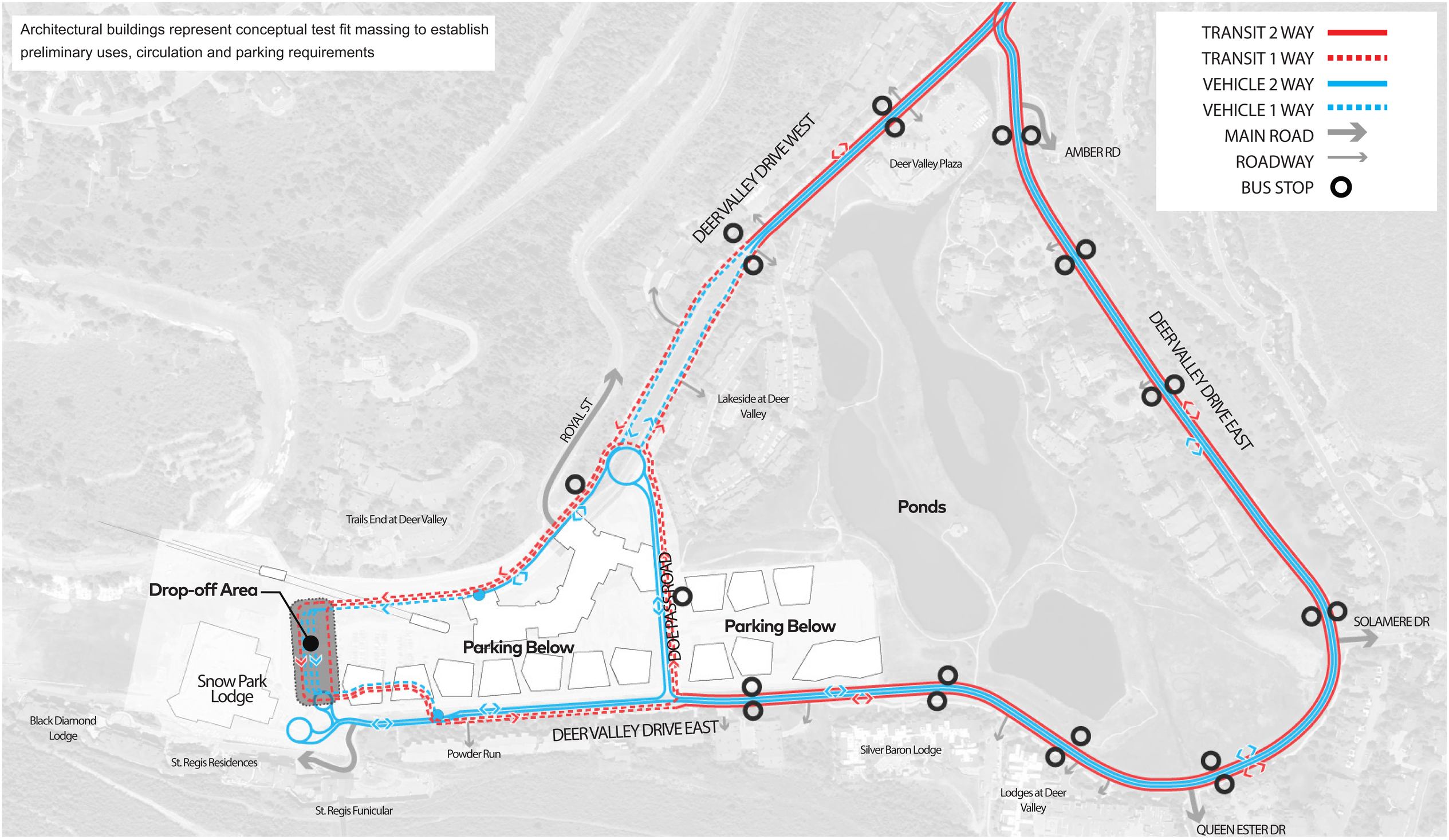
STAFF: MICHAEL DEMKOWICZ
STEVE MILLER

DATE: 10/18/19

DEER VALLEY SNOW PARK
EXISTING CONDITIONS
2007 AERIAL TOPOGRAPHY

FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\Snowpark Topo EG.dwg

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

Transit one way 1 loop through DV Drive West, Drop-Off, DV Drive East, to Doe Pass Rd.

Passenger Vehicle traffic changes from 2 way to 1 way for drop-off loop

Passenger Vehicle traffic changes from 1 way to 2 way for Ski School drop- off and exiting/parking options

TRANSIT 2 WAY
TRANSIT 1 WAY
VEHICLE 2 WAY
VEHICLE 1 WAY
MAIN ROAD
ROADWAY
BUS STOP

Deer Valley Plaza

DEER VALLEY DRIVE WEST

DOE PASS ROAD

Drop-off Area

Parking Below

Parking Below

Parking Below

Snow Park Lodge

Ski School Drop off

DEER VALLEY DRIVE EAST

Powder Run

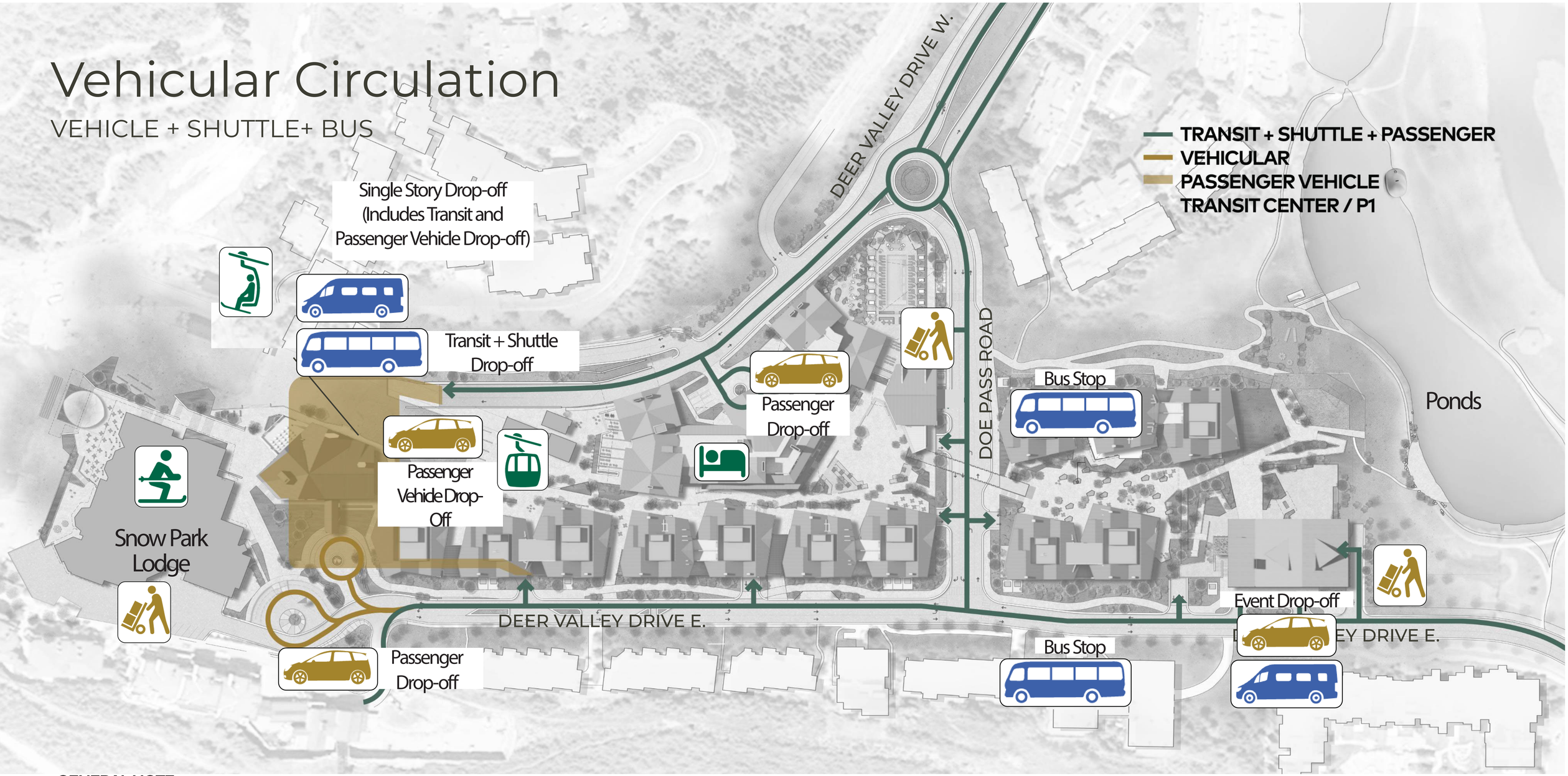
DEER VALLEY | skylab | Snow Park Village

Exhibit 8: **Drop-off Overall Circulation Plan**

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

Vehicular Circulation

VEHICLE + SHUTTLE+ BUS



GENERAL NOTE

EXHIBIT TO SHOW DIAGRAMATIC SITE TRANSPORTATION CIRCULATION. REFERENCE CIVIL EXHIBIT SHEETS FOR ROAD DESIGN, GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP CONFIGURATIONS, TYP.

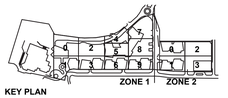
Exhibit 10A: **Pedestrian Circulation & Mobility Plan**

MULTI-USE PATH
SIDEWALK

8'-10' WIDE MULTI-USE PATH
8'-12' WIDE MULTI-USE PATH
8'-10' WIDE MULTI-USE PATH
5' WIDE SIDEWALK
EMERGENCY TURN AROUND
12' WIDE MULTI-USE PATH
TRANSIT CENTER & PASSENGER DROP OFF RAMP BELOW GRADE
6' WIDE SIDEWALK
12' WIDE MULTI-USE PATH
PROPOSED PLAZA
PROPOSED PLAZA
8'-12' WIDE MULTI-USE PATH
12' WIDE MULTI-USE PATH
5' WIDE SIDEWALK
12' WIDE MULTI-USE PATH
SKIER CLUB & SKI SCHOOL DROP OFF

DEER VALLEY PLAZA
ASPEN WOOD CONDOMINIUMS
ROYAL TREES
IN THE TREES AT DEER VALLEY
FAWNGROVE
PINNACLE AT DEER VALLEY
LAKESIDE AT DEER VALLEY
TRAIL'S END AT DEER VALLEY
DEER VALLEY RESORT
SNOW PARK LODGE
BLACK DIAMOND
POWDER RUN
RED STAG LODGE
COMSTOCK
COURCHEVEL
SILVER BARON LODGE AT DEER VALLEY
BRISTLECONE
AMBER DAYSTAR
FIRE STATION
CHAPARRAL
WILDFLOWER
GLENFIDDICH
LODGES AT DEER VALLEY

100' 0 100' 200'



KEY PLAN

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

skylab GBD

ARCHITECTURE
INTERIOR DESIGN
1825 NW VAUGHN STREET
PORTLAND, OR 97209

OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

GBD Architects, Incorporated
1120 NW Couch St.
Ste. 300
Portland, OR 97209

Tel. (903) 224-9656
gbdarchitects.com

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
29045

DATE
OCTOBER 3, 2024

ISSUANCE
100% DD - PODIUM

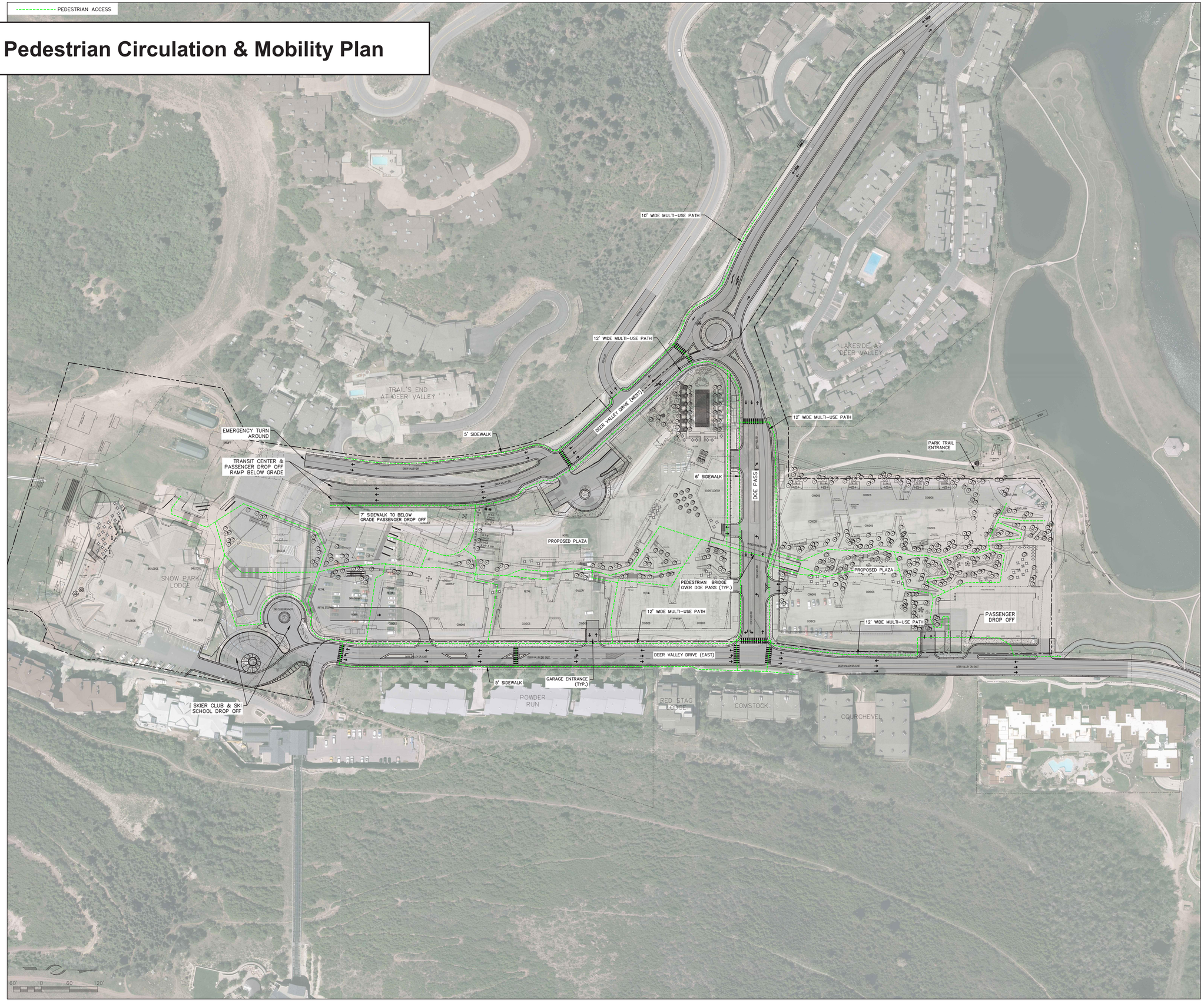
REVISION

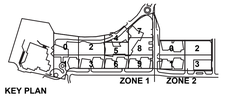
NOT FOR CONSTRUCTION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-4

Exhibit 10B: **Pedestrian Circulation & Mobility Plan**





KEY PLAN

ALLIANCE ENGINEERING

P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

skylab GBD

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
OCTOBER 3, 2024

ISSUANCE
100% DD - PODIUM

REVISION

NOT FOR CONSTRUCTION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-5

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

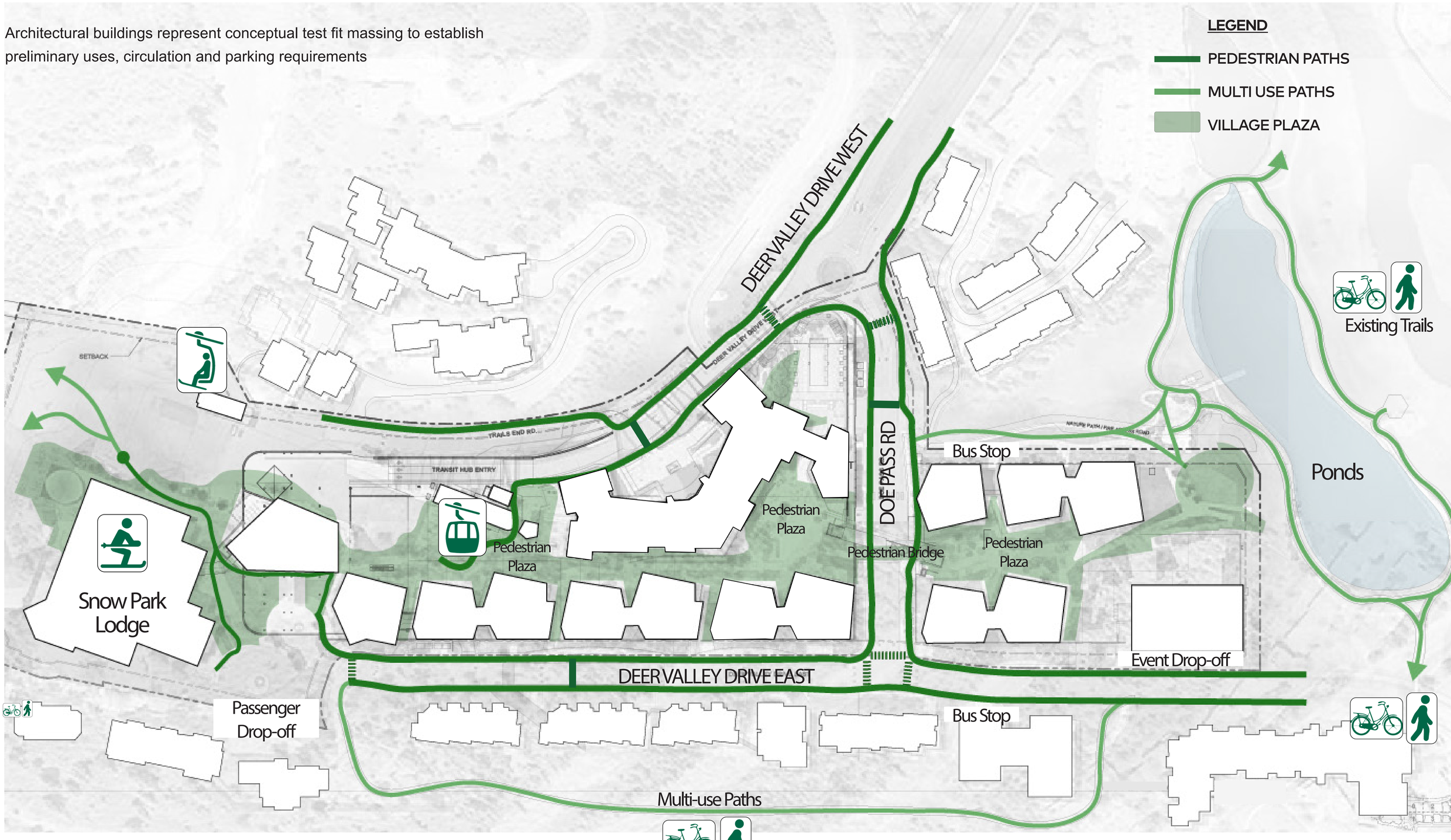

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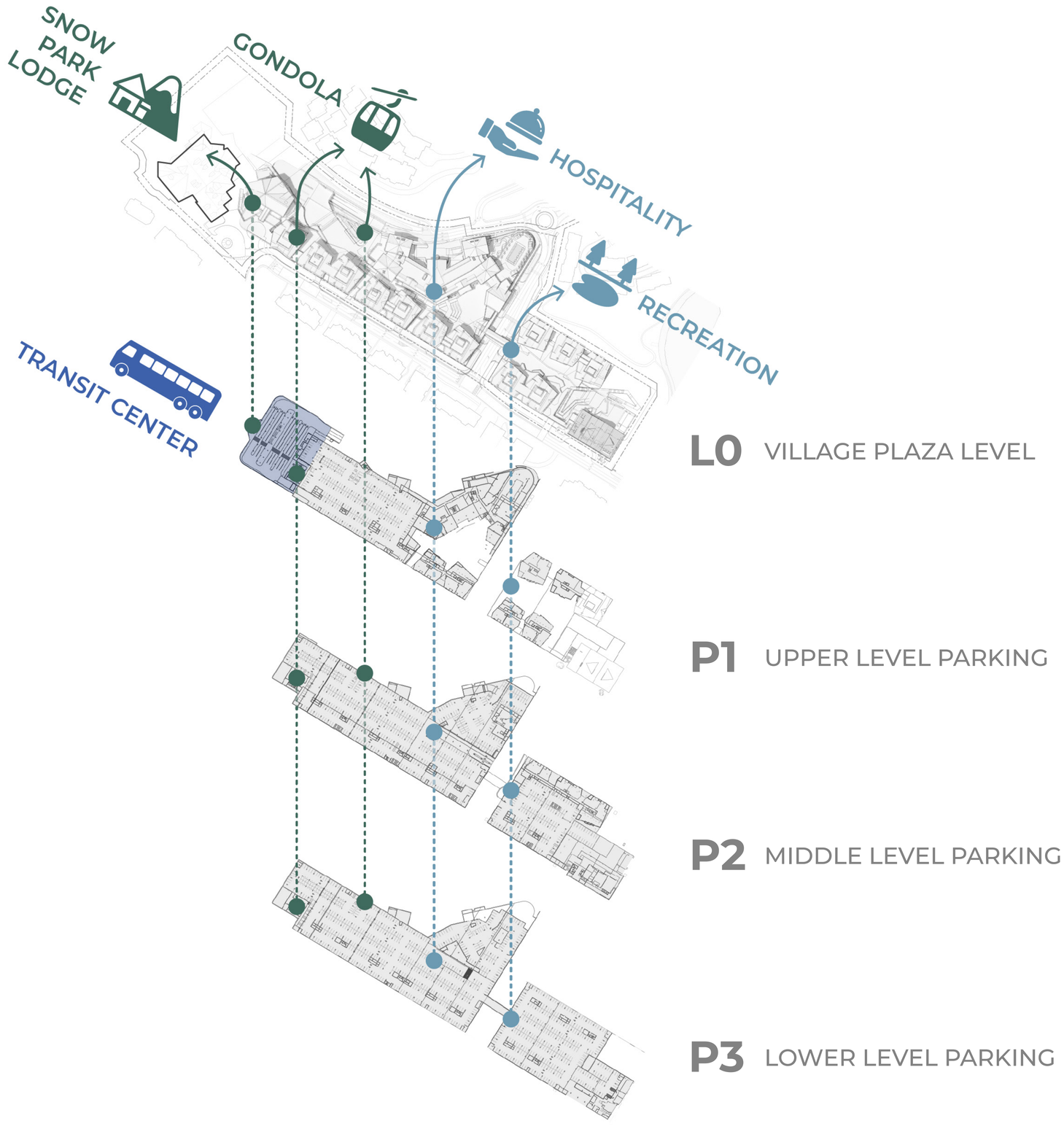
Exhibit 10C: **Pedestrian Circulation & Mobility Plan**

Diagram use: to represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

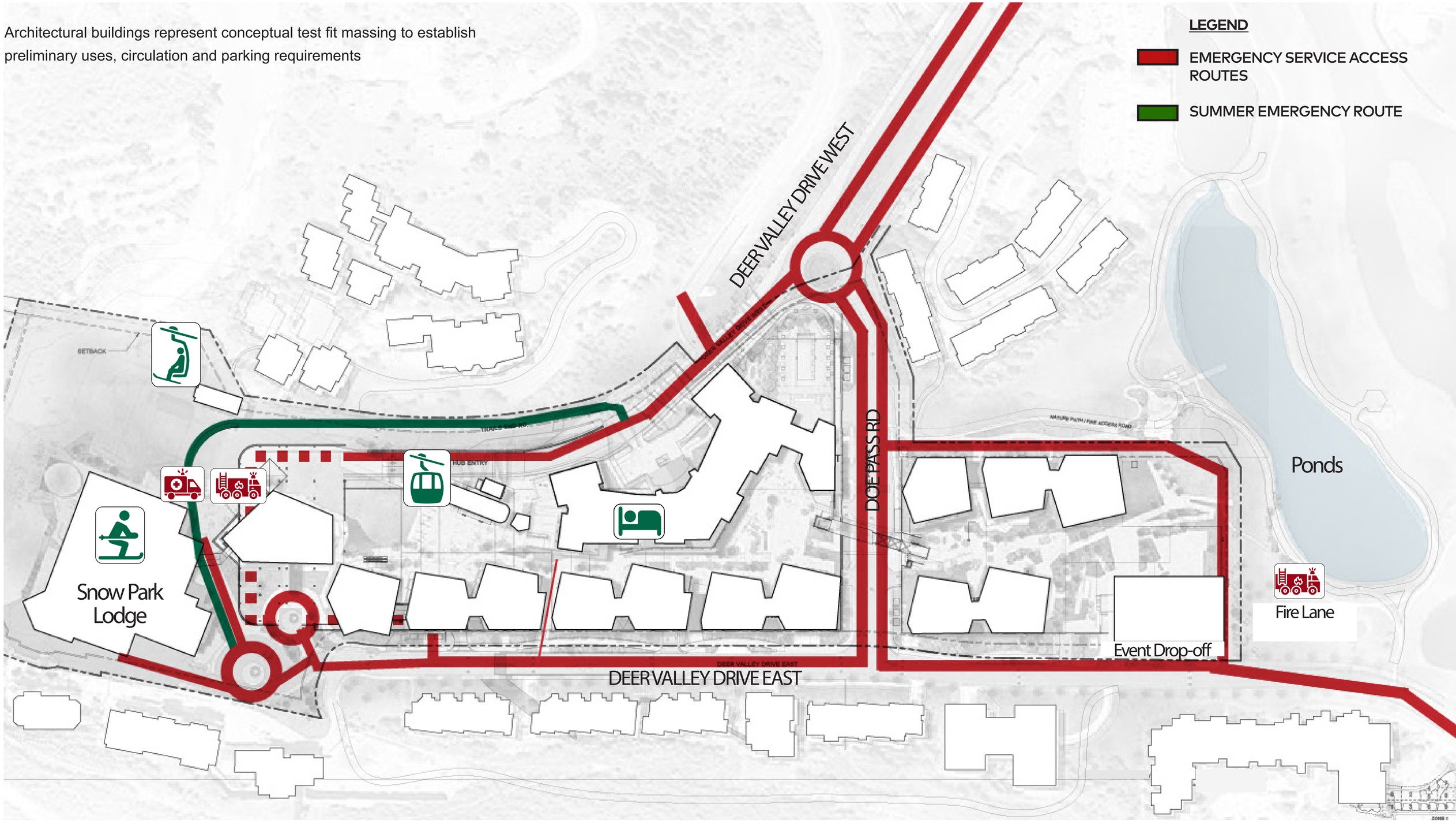


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Exhibit 11: **Emergency Vehicle Circulation**

DEVELOPMENT NUMBERS

PARKING NUMBERS

Program	Day Skier	Residential	Event	Hotel	Commercial	TOTAL	Notes
Gross Level P1					284	284	
Gross Level P2	439	181	13	120		753	
Gross Level P3	922		12			934	
Gross Overall	1,361	181	25	120	284	1,971	

Requiremetns by PROGRAM by LEVEL							
ADA Required							per IBC table 1106.1
ADA Required P1					7	7	
ADA Required P2	9	6	1	5		21	
ADA Required P3	19		1			20	
						48	dispersed

EV Ready Required							50% first 100, 5% remaining
EV Charger Required							5% of total
EV Required P1					75	75	
EV Required P2	89	65	8	57		219	
EV Required P3	139		7			146	
						440	total = EV ready + EV Charger

Requirements by GROSS by LEVEL							
ADA Required	n/a	n/a	n/a	n/a	n/a		per IBC table 1106.1
ADA Required P1						7	
ADA Required P2						16	
ADA Required P3						19	
						42	centralized per level

EV Ready Required							50% first 100, 5% remaining
EV Charger Required							5% of total
EV Required P1						75	
EV Required P2						121	number shown counts both
EV Required P3						139	requirements
						335	total = EV ready + EV Charger

Requirements by GROSS OVERALL							
ADA Required	n/a	n/a	n/a	n/a	n/a		per IBC table 1106.1
ADA Required P1							
ADA Required P2							
ADA Required P3							
						30	centralized on P2, north & south

EV Ready Required							50% first 100, 5% remaining
EV Charger Required							5% of total
EV Required P1							
EV Required P2							
EV Required P3							
Total 1,971						243	total = EV ready + EV Charger

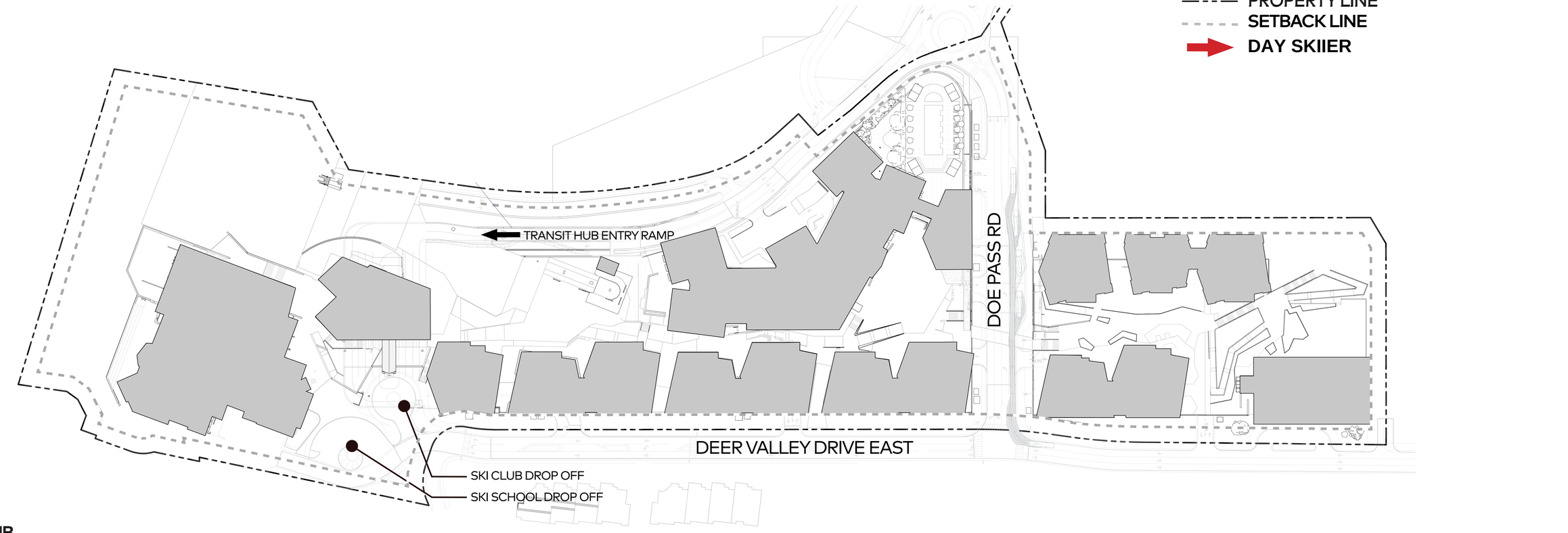
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTE

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

LEGEND

- RESIDENTIAL/ RESORT ACCESSORY
- PROPERTY LINE
- SETBACK LINE
- DAY SKIIER



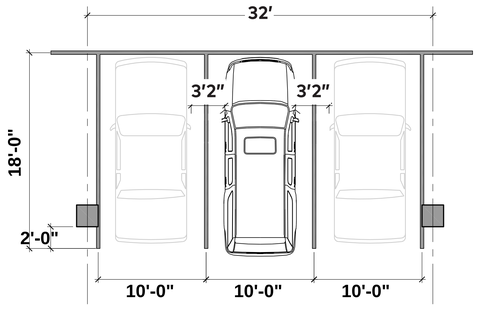
SITE PLAN

0' 20' 50' 100' 250'

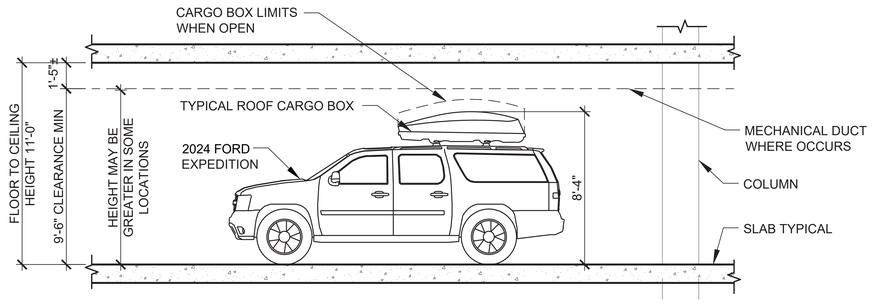
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

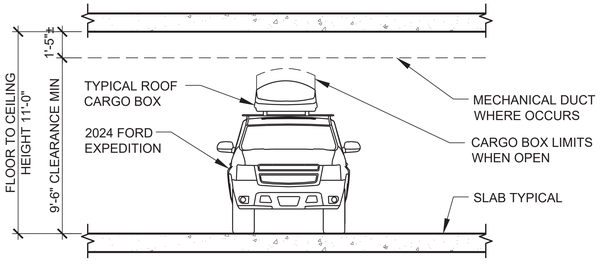
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP



PARKING STALL SECTION TYP

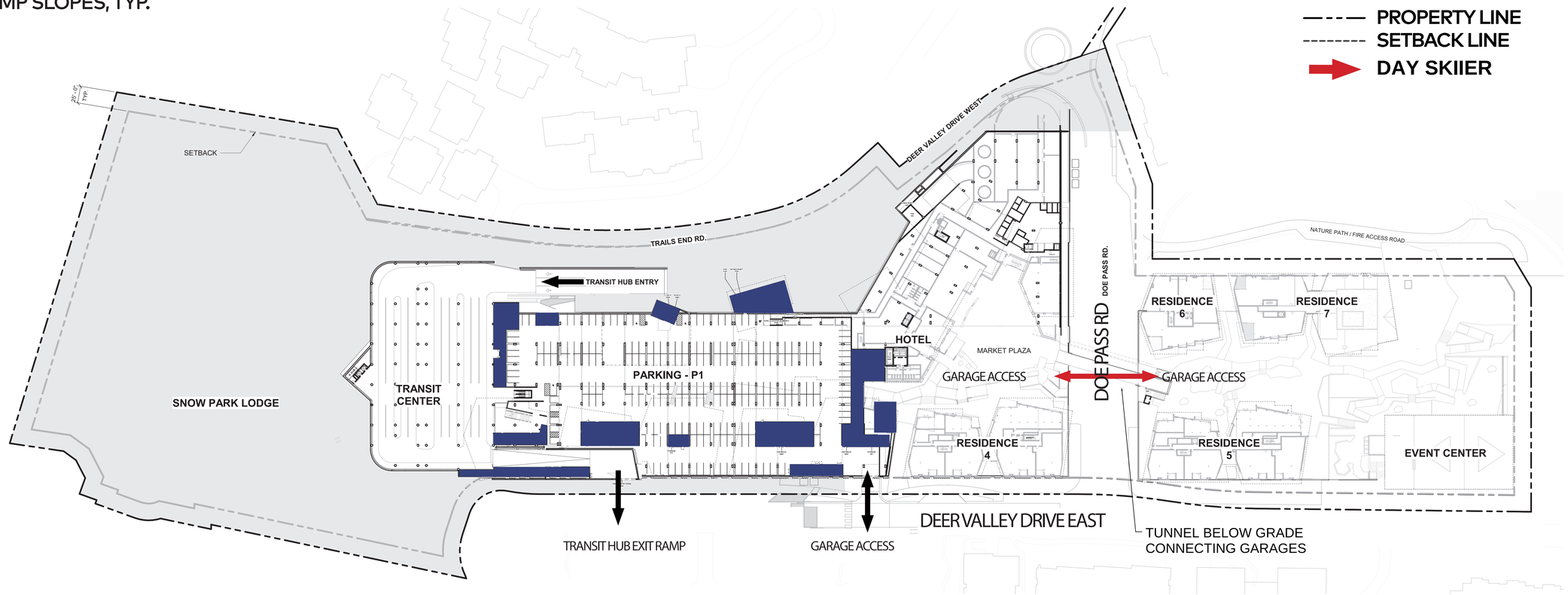
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTE

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

LEGEND

- RESIDENTIAL/ RESORT ACCESSORY 3992 SF
- PROPERTY LINE
- SETBACK LINE
- DAY SKIIER



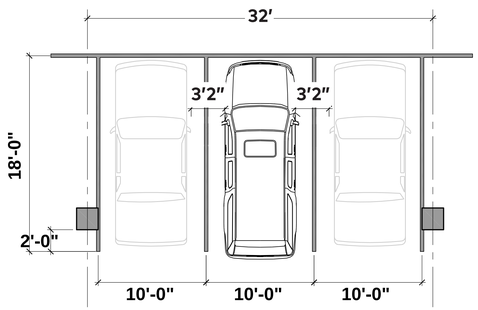
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

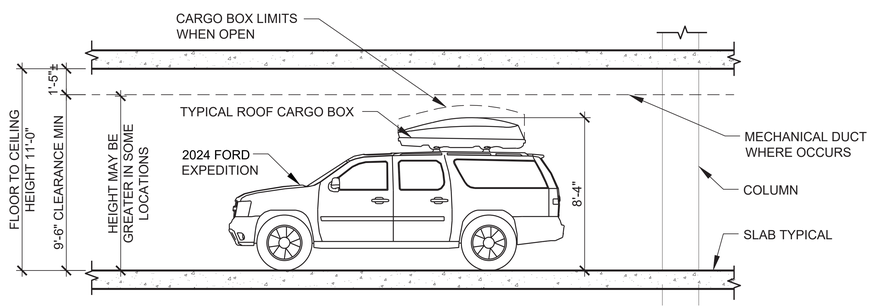
PARKING PLAN_LEVEL_P1 - 7170.3'

0 20 40 100 200

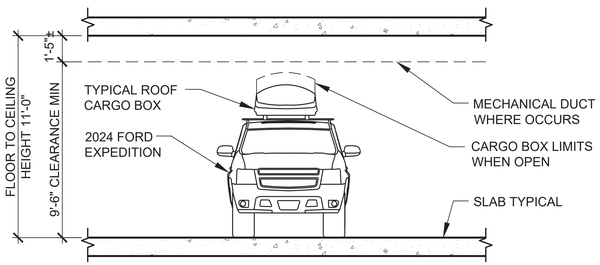
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP



PARKING STALL SECTION TYP

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Exhibit 13B: **Parking Garage & Floor Plans_P1 & Transit & Passenger Drop-off**

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTE

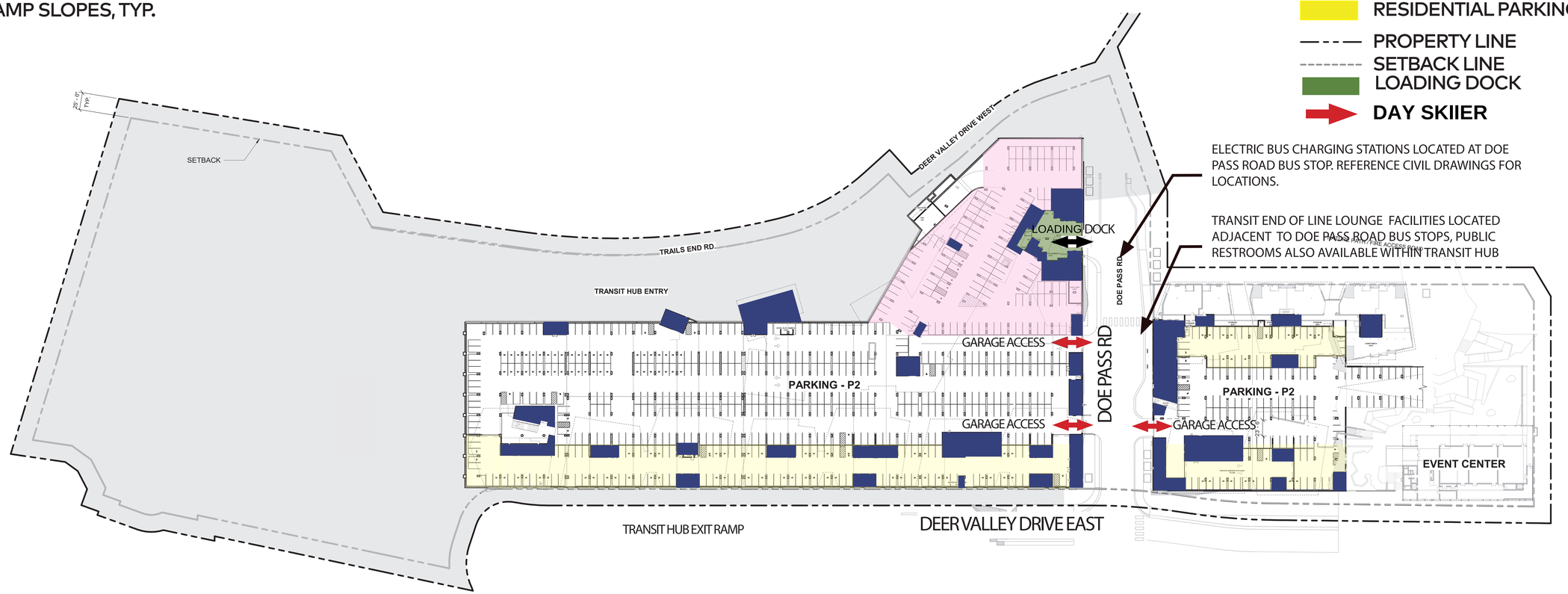
REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

LEGEND

- RESIDENTIAL/ RESORT ACCESSORY 14,769 SF
- HOTEL PARKING
- RESIDENTIAL PARKING
- PROPERTY LINE
- SETBACK LINE
- LOADING DOCK
- DAY SKIIER

ELECTRIC BUS CHARGING STATIONS LOCATED AT DOE PASS ROAD BUS STOP. REFERENCE CIVIL DRAWINGS FOR LOCATIONS.

TRANSIT END OF LINE LOUNGE FACILITIES LOCATED ADJACENT TO DOE PASS ROAD BUS STOPS, PUBLIC RESTROOMS ALSO AVAILABLE WITHIN TRANSIT HUB



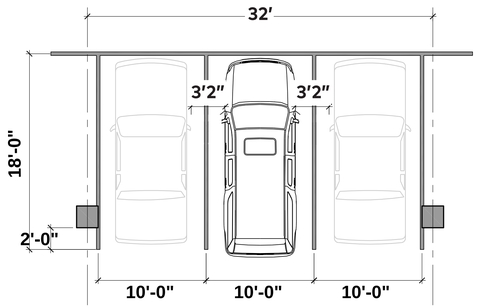
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

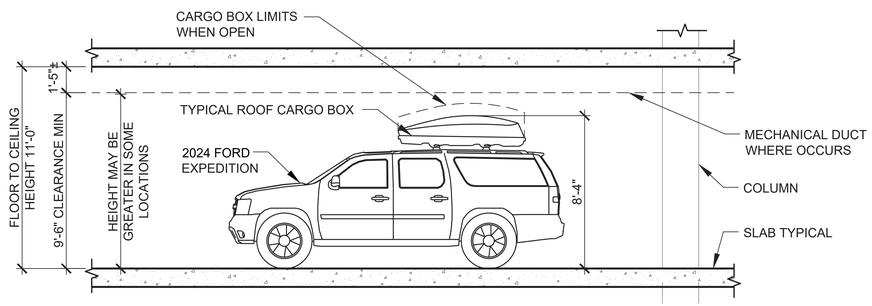
PARKING PLAN_LEVEL_P2 - 7147.5'

0 20 40 100 200

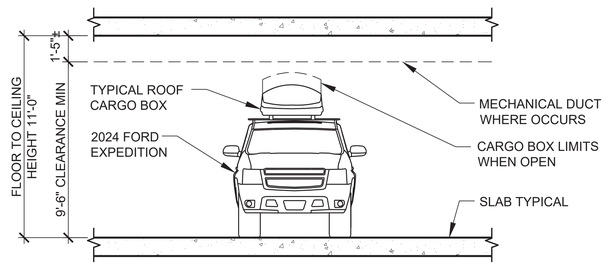
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP



PARKING STALL SECTION TYP

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTE

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

LEGEND

- RESIDENTIAL/ RESORT ACCESSORY 34,731 SF
- PROPERTY LINE
- SETBACK LINE
- LOADING DOCK
- DAY SKIIER



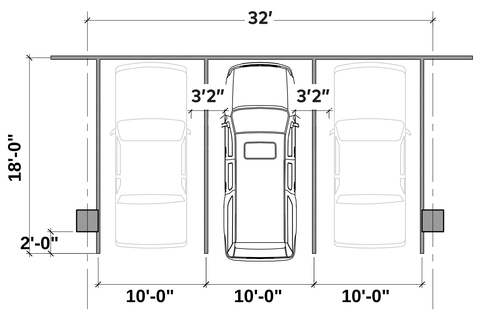
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

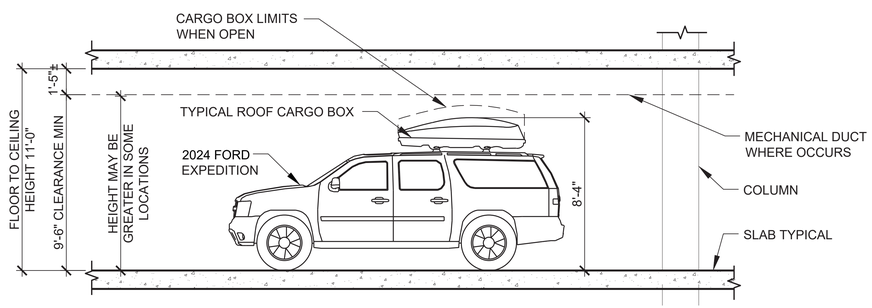
PARKING PLAN_LEVEL_P3 - 7135.5'

0 20 40 100 200

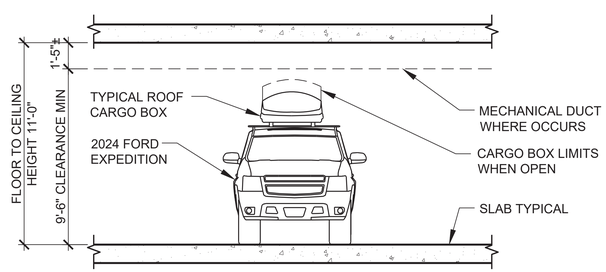
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP

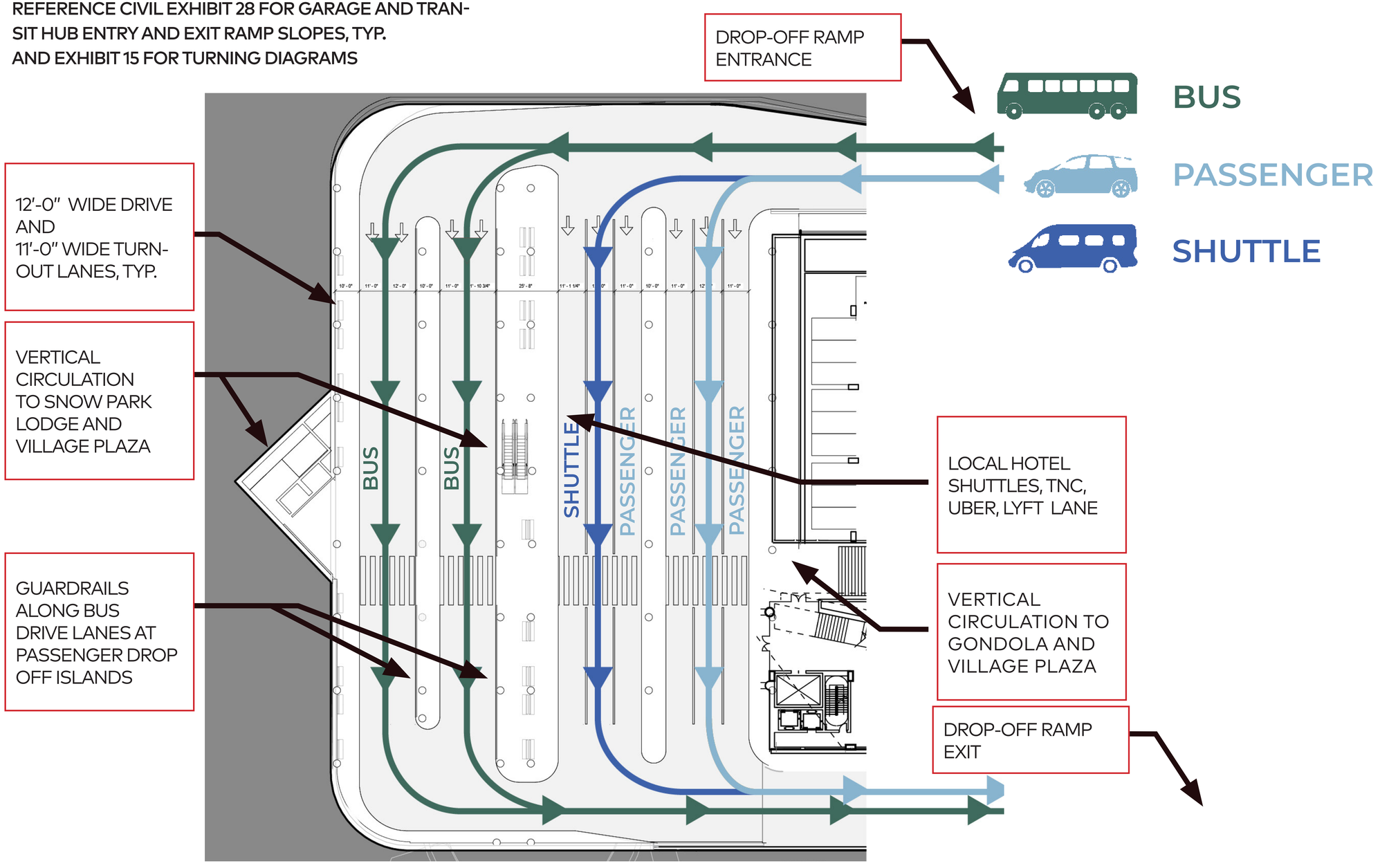


PARKING STALL SECTION TYP

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTES

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.
AND EXHIBIT 15 FOR TURNING DIAGRAMS



TRANSIT HUB

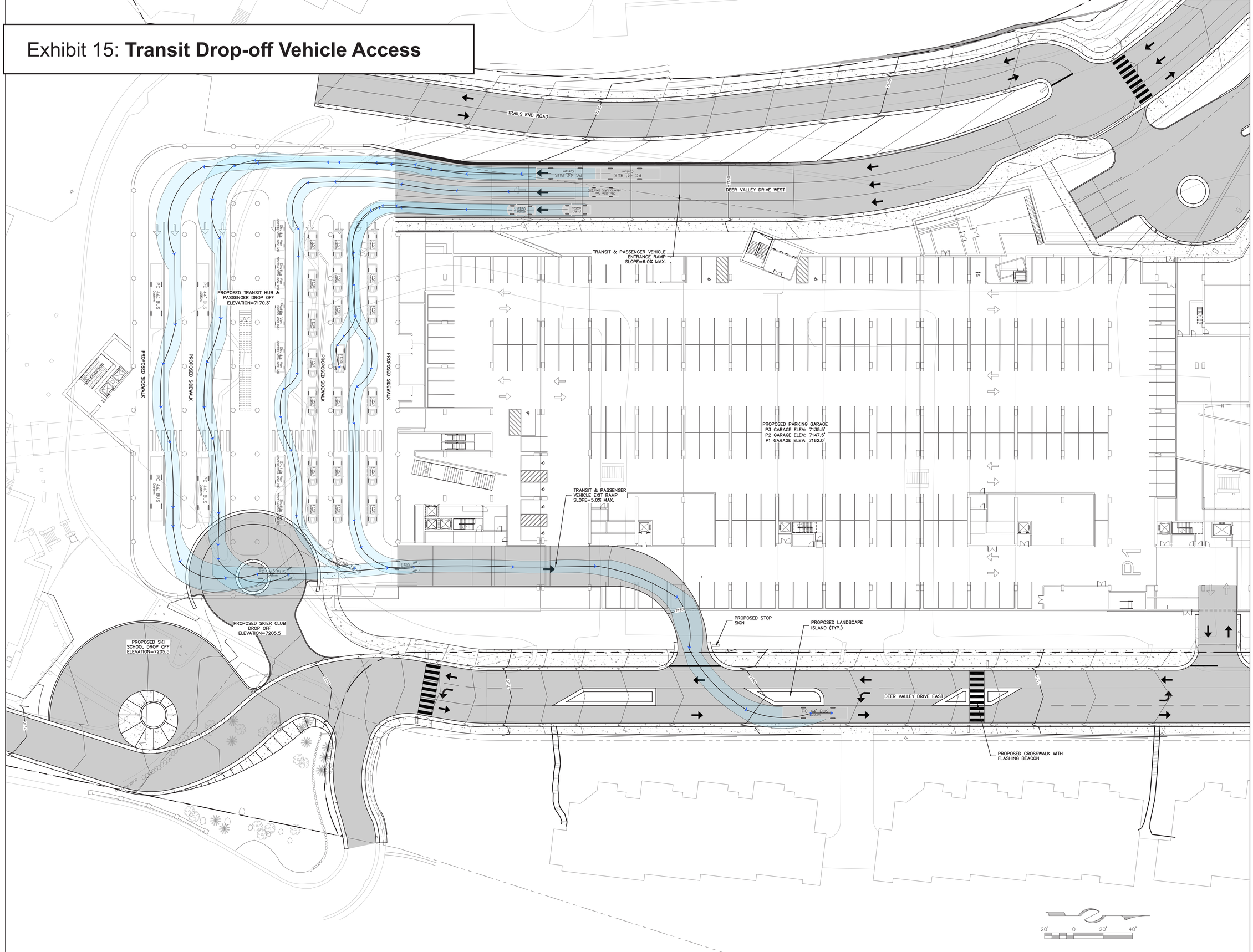
MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

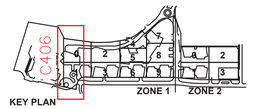
TRANSIT DROP-OFF_LEVEL P1 - 7170.3'

0 20 40 100

N

Exhibit 15: **Transit Drop-off Vehicle Access**





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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
OCTOBER 3, 2024

ISSUANCE
100% DD - PODIUM

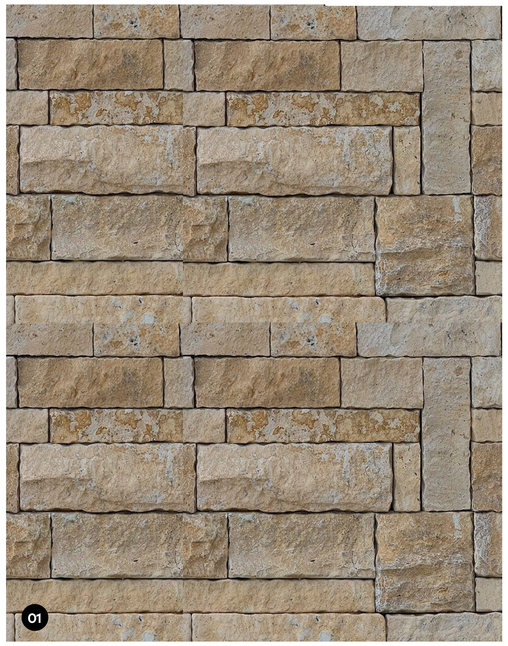
REVISION

NOT FOR CONSTRUCTION

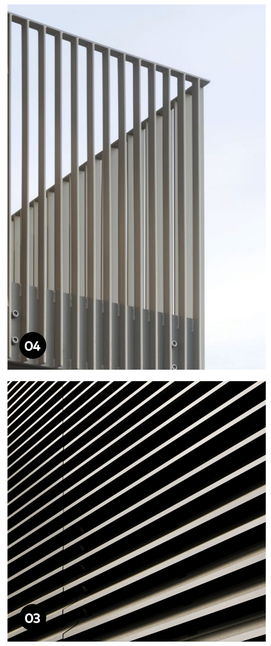
SHEET
TRANSIT HUB AUTO TURN

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

Note: exact color of materials and stone coursing is subject to change





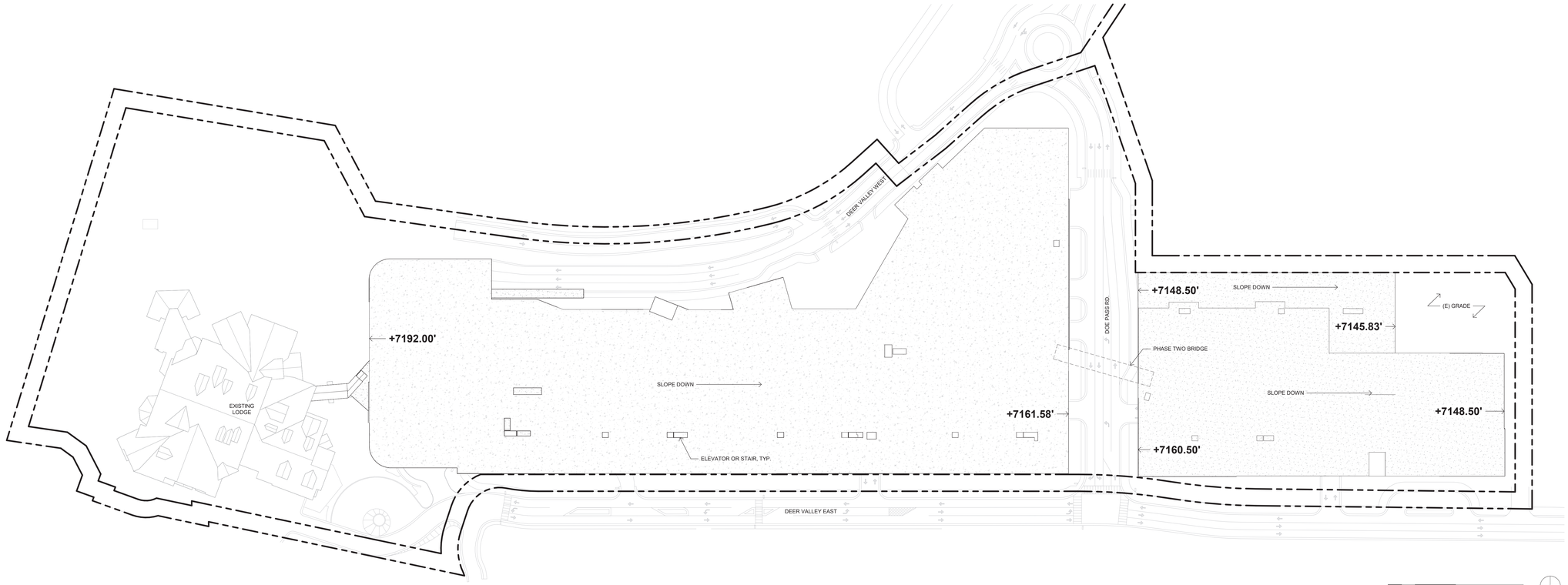






01_STACKED STONE CLADDING
02_PAINTED METAL PANEL
03_LOUVERS
04_PAINTED METAL GUARDRAILS
05_SMOOTH CONCRETE BASE
06_ACCESS DOORS

Exhibit 17: **Parking Garage_Podium Roof Top**



PARKING GARAGE_PODIUM ROOF TOP

0 20 40 100 200

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N

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

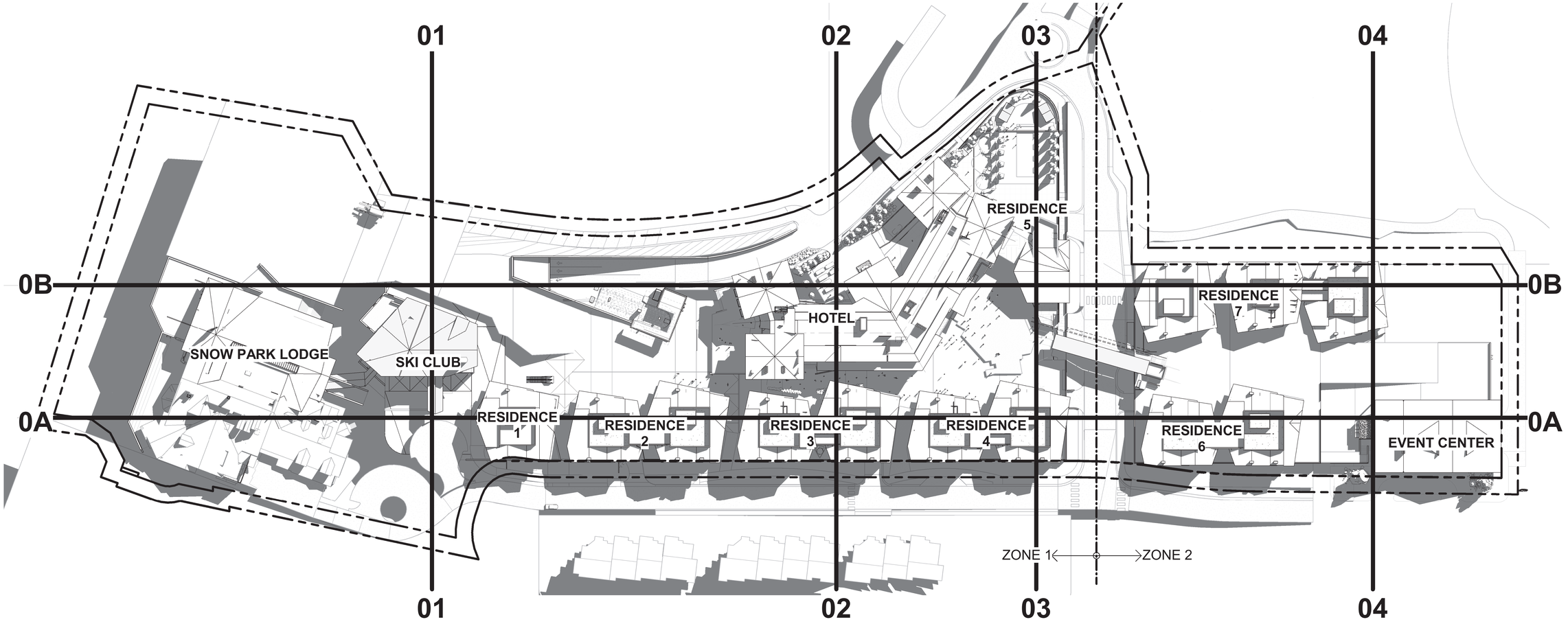

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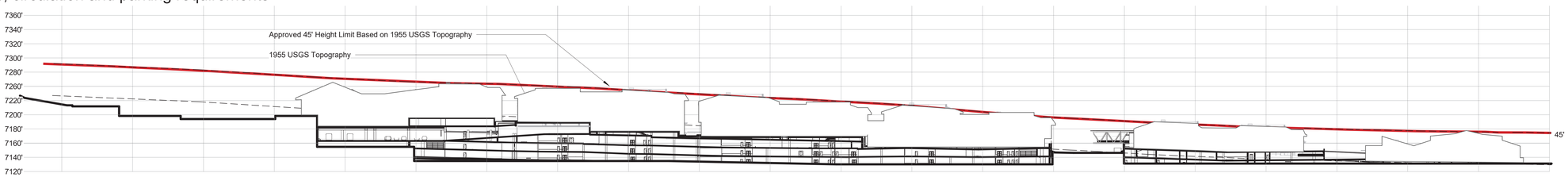
Exhibit 18: **Site/Building Sections Key Plan**

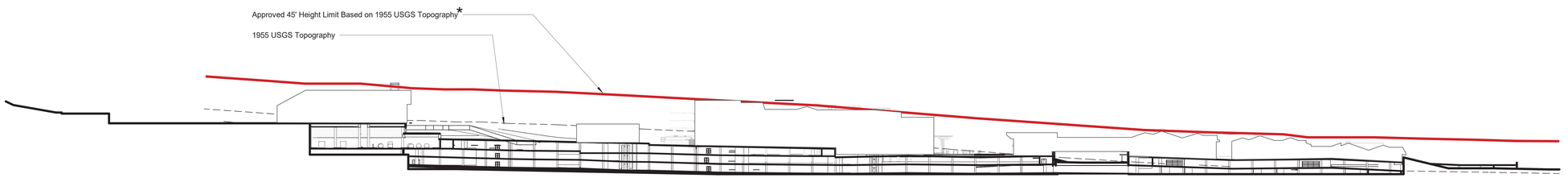
N

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

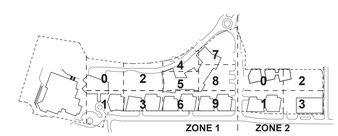


NS SITE SECTION - HEIGHT COMPLIANCE B
1" = 80'-0"
0B

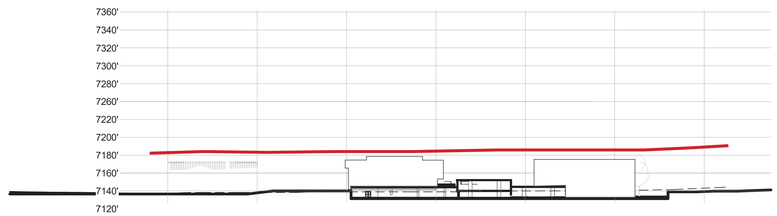
*All buildings have been designed to be incompliance within the 45' hegiht limit set forth in the designated guidelines. Any building above the 45' height limit line is in compliance with the allowable roof variance up to 50'.



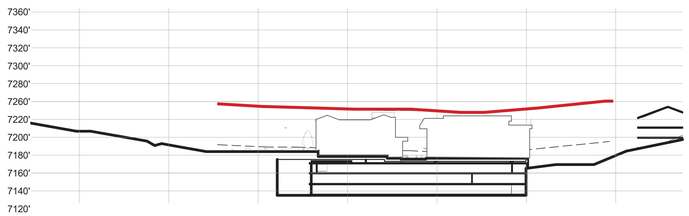
NS SITE SECTION - HEIGHT COMPLIANCE A
1" = 80'-0"
0A



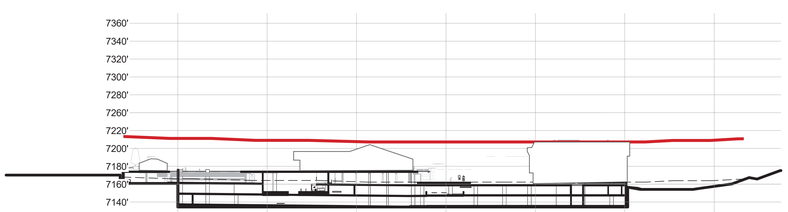
KEY PLAN



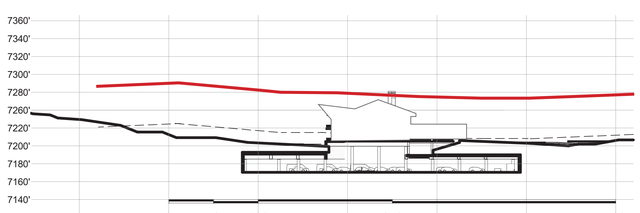
EW SITE SECTION - HEIGHT COMPLIANCE 04
1" = 80'-0"
04



EW SITE SECTION - HEIGHT COMPLIANCE 02
1" = 80'-0"
02



EW SITE SECTION - HEIGHT COMPLIANCE 03
1" = 80'-0"
03



EW SITE SECTION - HEIGHT COMPLIANCE 01
1" = 80'-0"
01

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
SEPTEMBER 20, 2024

ISSUANCE
100% DD - MASS EXSHORING

REVISION

NOT FOR CONSTRUCTION

SHEET
PROJECT HEIGHT STUDY SECTIONS

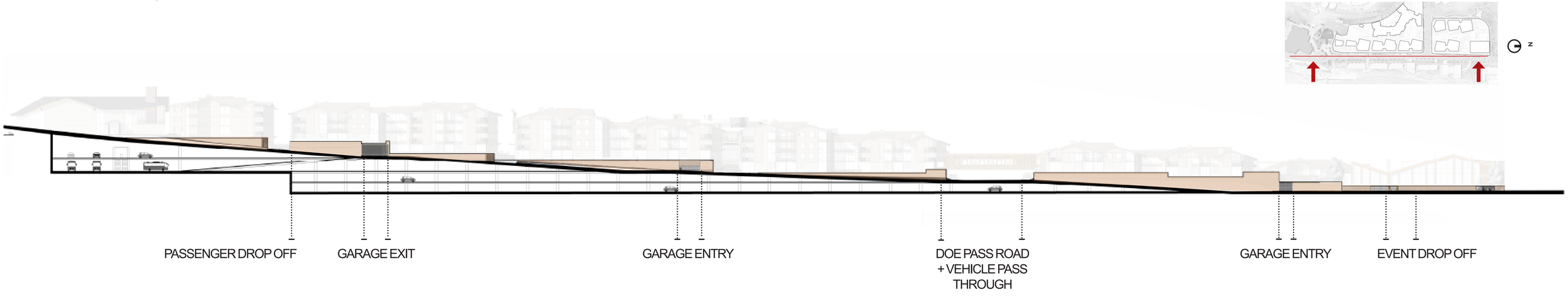
0' 50' 100' 250' 500'

CUP 15

FOR REFERENCE ONLY

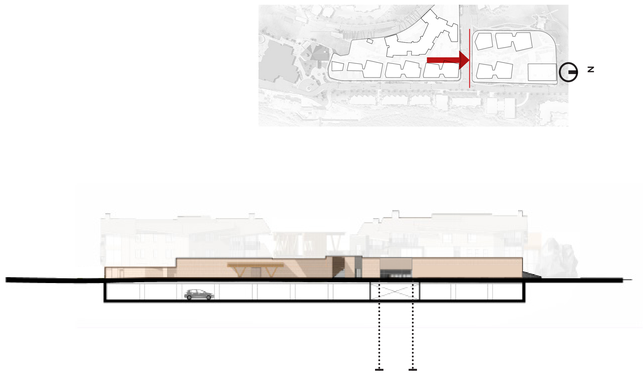
Building Elevation_East

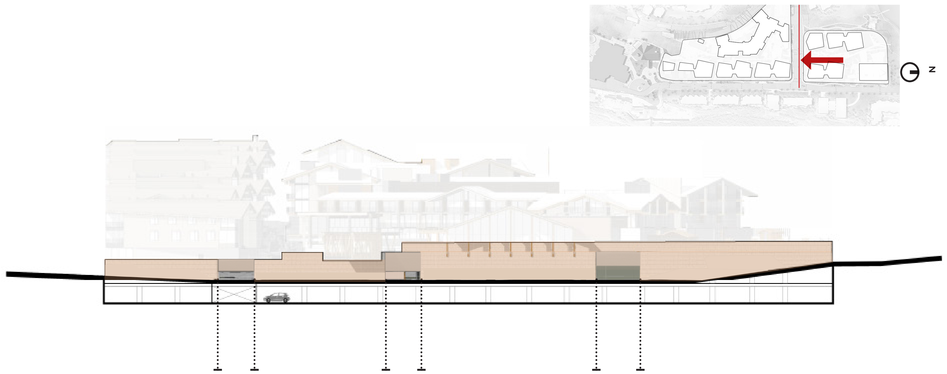
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



Building Elevations_Doe Pass Road

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



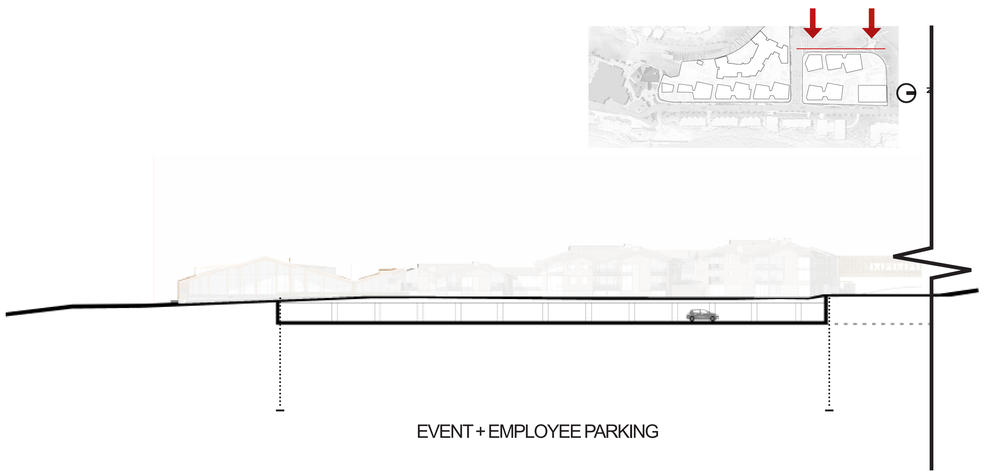


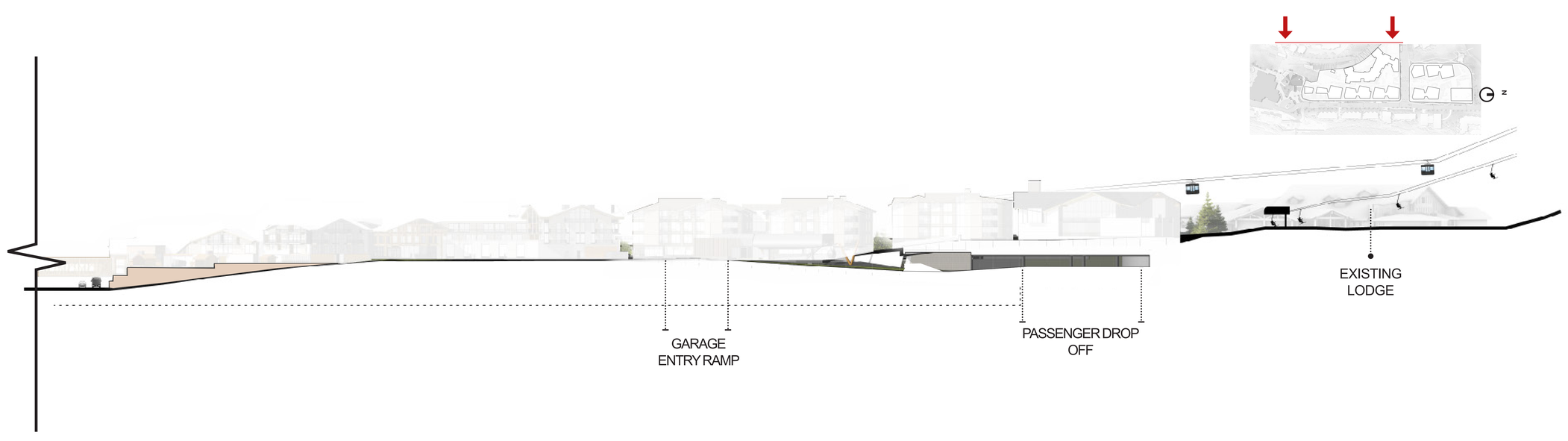
GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES. GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevations_West

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements





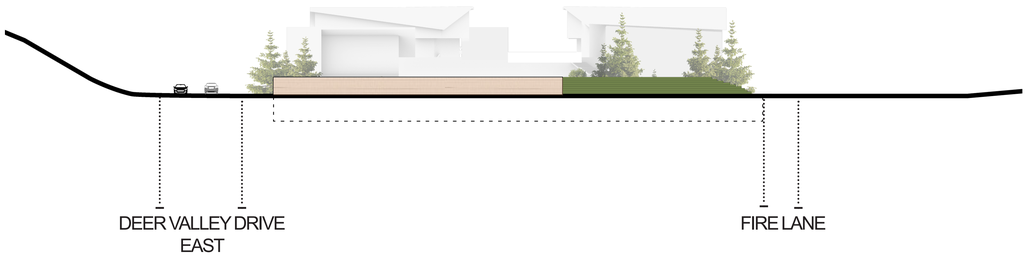
GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES. GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevation_North

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

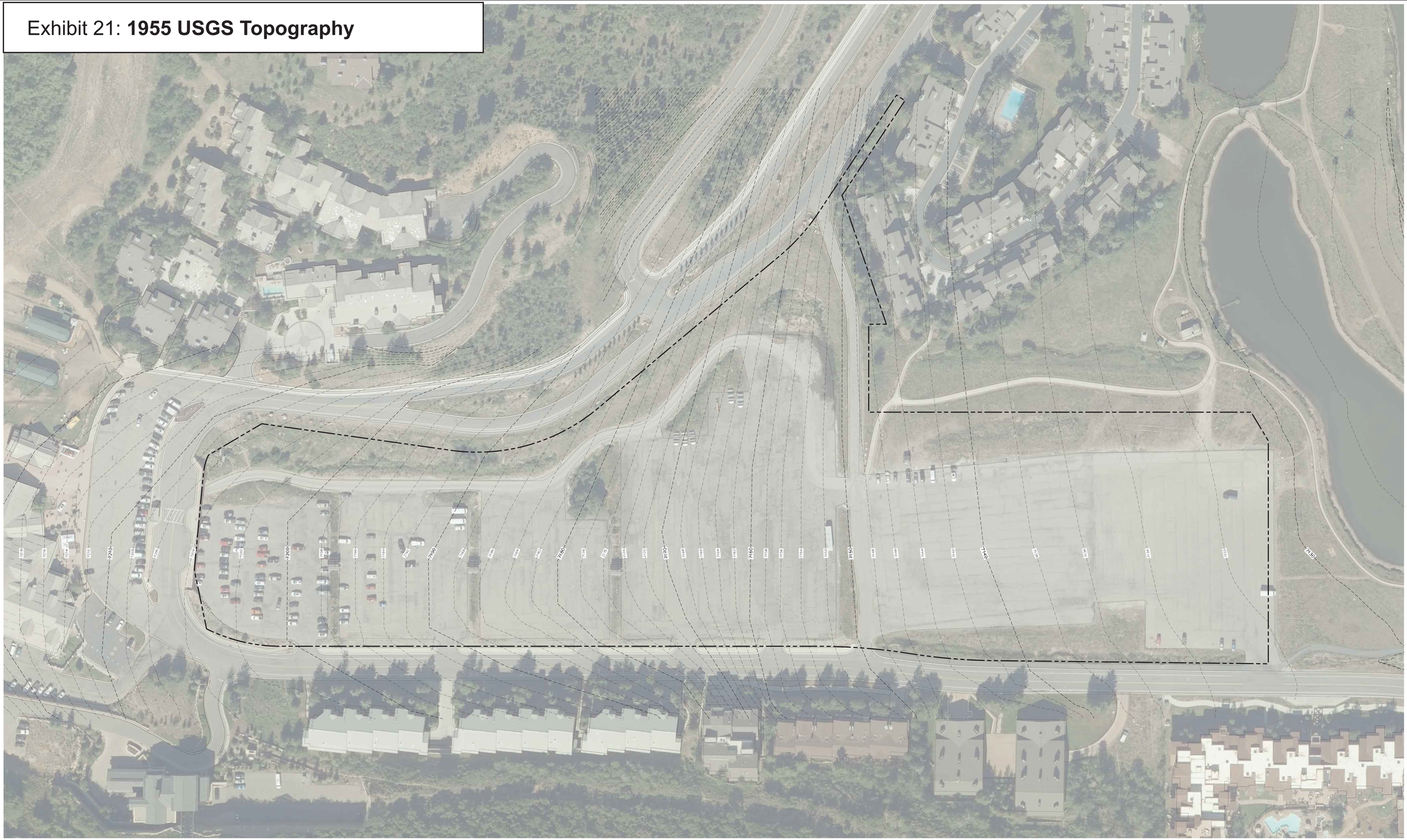




GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES. GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Exhibit 21: **1955 USGS Topography**



60' 0 60' 120'

PROFESSIONAL LAND SURVEYOR
No. 4857264
MICHAEL DEMKOWICZ
1/7/21
STATE OF UTAH

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
DUSTIN CARRISH

DATE: 1/7/2021

DEER VALLEY SNOW PARK DEVELOPMENT
1955 USGS
TOPOGRAPHY

FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\Snowpark Topo-updated

February 19, 2021

NOTICE OF PLANNING DIRECTOR DETERMINATION

Property Address: 2250 Deer Valley Drive S
Description: Planning Director Determination of Natural Grade
Date of Action: February 19, 2021
Permit Number: PL-20-04708

ACTION TAKEN BY PLANNING DIRECTOR:
On November 12, 2020, Applicant Bryan Elliot submitted a request for a Planning Director Determination of Natural Grade for the site (Snow Park Village development site). This information was supplemented on January 15, 20201 see Attachment 1.

Natural Grade is defined in Land Management Code (LMC) 15-15-2 as,

> *"The Grade of the surface of the land prior to any Development Activity or any other man-made disturbance or Grading. The Planning Department shall estimate the Natural Grade, if not readily apparent, by reference elevations at points where the disturbed Area appears to meet the undisturbed portions of the Property. The estimated Natural Grade shall tie into the elevation and Slopes of adjoining Properties without creating a need for a new retaining wall, abrupt differences in the visual Slope and elevation of the land, or redirecting the flow of run-off water."*

Due to previous grading of the site, the grade of the Snow Park surface parking lots has been altered to create a more level parking field. The Applicant has prepared a proposed interpolated grade analysis that is based on Existing Conditions (as of 2007), perimeter historical (Natural) contours, and pre-development 1955 USGS topography.

A site visit was made by the Planning Department on December 16, 2020.

Based on the site visit, and the Applicant's submittal, the Planning Director has determined that the southern section of the parking lots closer to the Snow Park Lodge were excavated (cut), and the norther section of the parking lots closer to the ponds were filled, in order to create a more level parking area.

Based on the information submitted, the Planning Director has determined that the methodology used to determine interpolated Natural Grade, including page 6 of 2007 Aerial and 1995 USGS Topography Section, appears sound, and is based on a digital contour model, stamped and signed by Michael Demkowicz, Professional Land Surveyor.

As you have correctly noted, Exhibit 1 of the 12th Amended and Restated MPD notes that the height of the Snow Park Village parcel is 28-45 feet.

Please let me know if you have any questions.

Sincerely,

Gretchen Milliken

Planning Director

The Planning Director based this determination on the following Findings of Facts:

Findings of Fact:
1. The Site is located at 2250 Deer Valley Drive South
2. The Site is within the Residential Development (RD) Zoning District and the Deer Valley Resort MPD.
3. Planning Staff conducted a Site Visit on December 16, 2020.
4. Per the Staff's Site Visit and information submitted on November 12, 2020, and supplemented on January 15, 2021, the Planning Director has determined the proposed Natural Grade Analysis (see Attachment 1) is complete and appears sound. This includes information stamped and signed by Michael Demkowicz, Professional Land Surveyor, dated 1/7/21, in order to determine the Building Height Envelope.

If you have any questions regarding this determination, please don't hesitate to contact the Planning Department at 435-615-5060.

Sincerely,

Gretchen Milliken

Planning Director

CC: Alexandra Ananth, Senior Planner
Mark Harrington, City Attorney

Attachment 1 – Applicant's Proposal

LEGEND

SITE AREA

OPEN SPACE PROVIDED

SNOW STORAGE ZONE

SNOW MELT - VEHICUAR ZONE



Site Total- 24.3 Acres

Site Without Buiding Footprint - 18.1 Acres

Green Area - 14.92 Acres

Blue Area - Snow Storage - 0.64 Acres

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Snow Park Village

Exhibit 23A **Open Space Plan & Snow Storage**



SNOW MELT AREA TAKE-OFF:

- LODGE SNOW MELT SQ FOOTAGE: 17,920 SQ. FT.
- VILLAGE SNOW MELT SQ FOOTAGE: 98,510 SQ. FT.
- HOTEL SNOW MELT SQ FOOTAGE: 25,837 SQ. FT.
- VEHICLE SNOW MELT SQ FOOTAGE: 19,768 SQ. FT.

TOTAL SNOW MELT: 162,035 SQ. FT.

DEER VALLEY® | skylab | Snow Park Village | Exhibit 23B **Snow Melt**

Exhibit 24: **Civil Site Plan_Plat & Right of Way**

LEGEND:

LOT 1 BOUNDARY

IN THE TREES AT DEER VALLEY

ROYAL STREET

LAKESIDE AT DEER VALLEY

TRAIL'S END AT DEER VALLEY

DEER VALLEY RESORT

SNOW PARK LODGE

BLACK DIAMOND

DEER CREST HOTEL SUBDIVISION (ST. REGIS)

POWDER RUN

RED STAG LODGE

COMSTOCK

COURCHEVEL

SILVER BARON LODGE AT DEER VALLEY

120' 0 120' 240'

REGISTERED PROFESSIONAL ENGINEER
No. 4857264
MICHAEL DEMKOWICZ
10/03/2024
STATE OF UTAH

ALLIANCE ENGINEERING

P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE

DATE: 10/03/2024

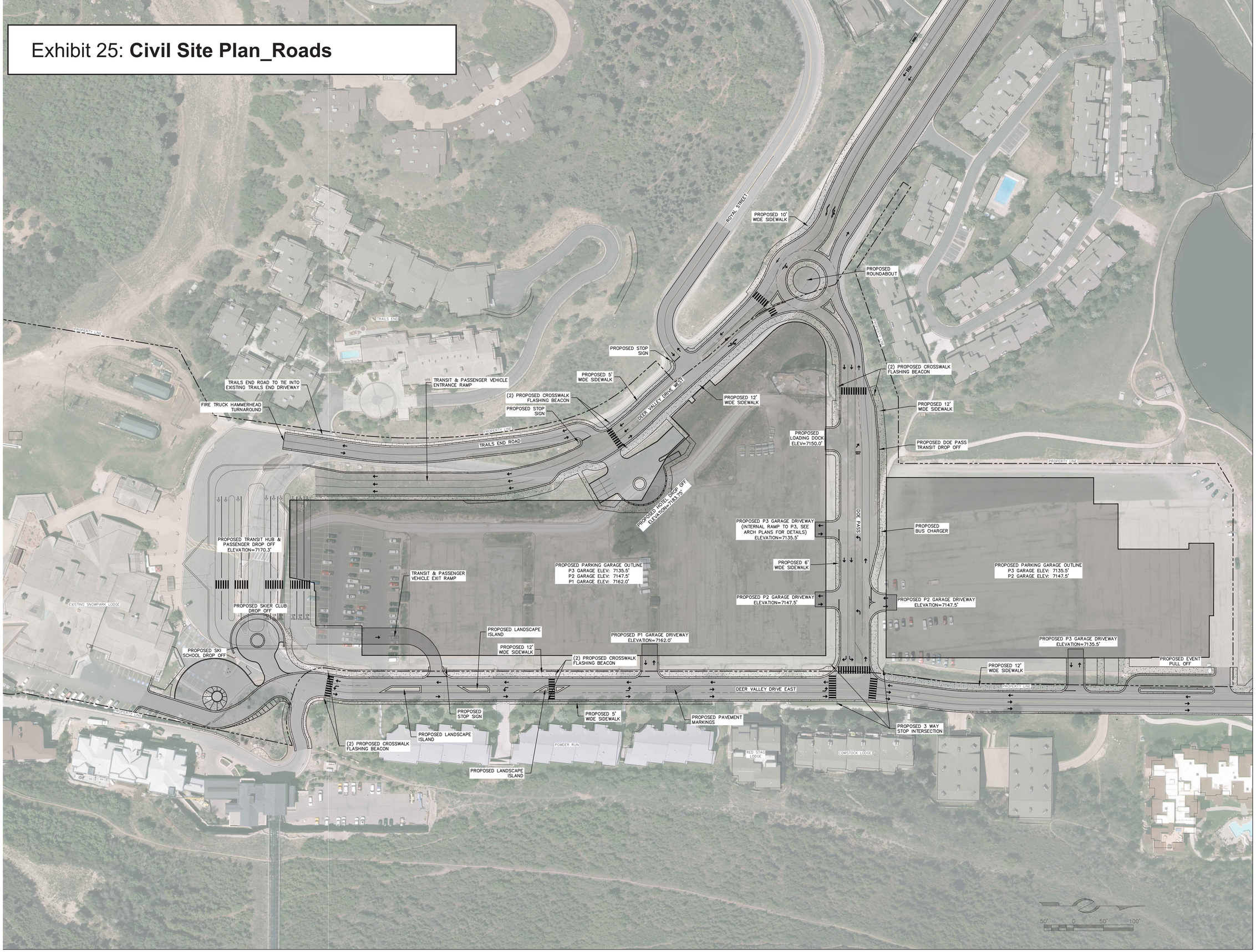
DEER VALLEY RESORT
SNOW PARK VILLAGE

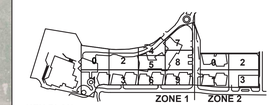
SUBDIVISION PLAT & RIGHT OF WAY EXHIBIT

FOR: DEER VALLEY RESORT
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\SP Development\110119snowparkALTA-civil.dwg

SHEET 20

Exhibit 25: **Civil Site Plan_Roads**





KEY PLAN

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
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PROJECT #
23045

DATE
OCTOBER 3RD, 2024

ISSUANCE
100% DD - PODIUM

REVISION

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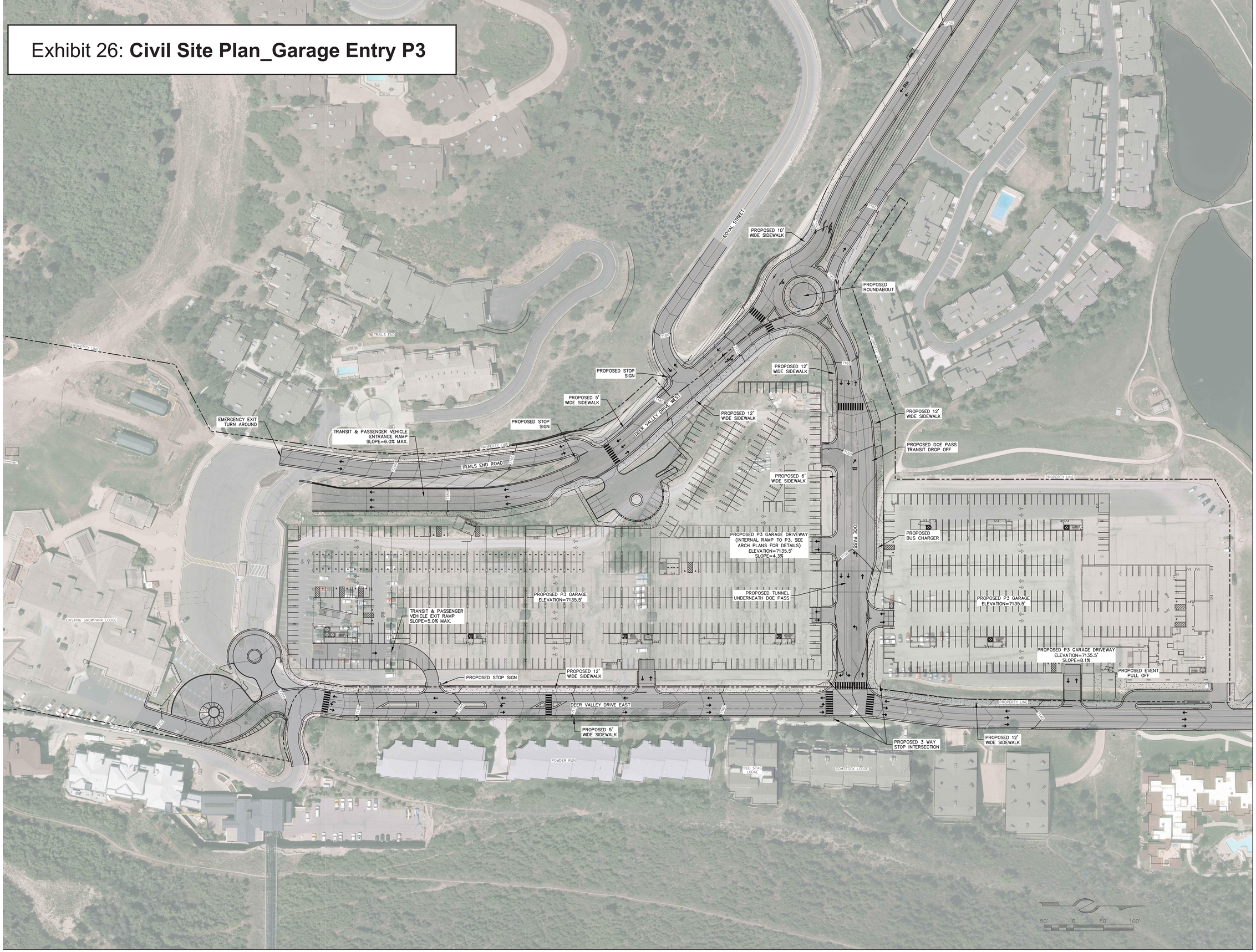
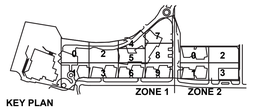
SHEET
OVERALL SITE PLAN

C201

Exhibit 26: **Civil Site Plan_Garage Entry P3**





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P3 GARAGE LEVEL PLAN

C202

Exhibit 27: **Civil Site Plan_Garage Entry P2**

PROPOSED 10' WIDE SIDEWALK
ROYAL STREET
PROPOSED ROUNDABOUT
PROPOSED 12' WIDE SIDEWALK
PROPOSED STOP SIGN
PROPOSED 5' WIDE SIDEWALK
DEER VALLEY DRIVE WEST
PROPOSED 12' WIDE SIDEWALK
PROPOSED 12' WIDE SIDEWALK
EMERGENCY EXIT TURN AROUND
TRANSIT & PASSENGER VEHICLE ENTRANCE RAMP SLOPE=6.0% MAX.
PROPOSED STOP SIGN
PROPOSED LOADING DOCK ELEV=7150.0' SLOPE=1.9%
PROPOSED DOE PASS TRANSIT DROP OFF
TRAILS END
TRAILS END ROAD
PROPERTY LINE
PROPOSED P2 GARAGE DRIVEWAY ELEVATION=7147.5' SLOPE=1.1%
DOE PASS
PROPOSED BUS CHARGER
PROPOSED 8' WIDE SIDEWALK
PROPOSED P2 GARAGE ELEVATION=7147.5'
PROPOSED P2 GARAGE ELEVATION=7147.5'
TRANSIT & PASSENGER VEHICLE EXIT RAMP SLOPE=5.0% MAX.
PROPOSED P2 GARAGE DRIVEWAY ELEVATION=7147.5' SLOPE=6.5%
PROPOSED P2 GARAGE DRIVEWAY ELEVATION=7147.5' SLOPE=6.0%
EXISTING SNOWPARK LODGE
PROPOSED STOP SIGN
PROPOSED 12' WIDE SIDEWALK
DEER VALLEY DRIVE EAST
PROPOSED 5' WIDE SIDEWALK
PROPOSED 3 WAY STOP INTERSECTION
PROPOSED 12' WIDE SIDEWALK
POWDER RUN
RED STAG LODGE
COMSTOCK LODGE
50' 0 50' 100'

KEY PLAN
ZONE 1 ZONE 2

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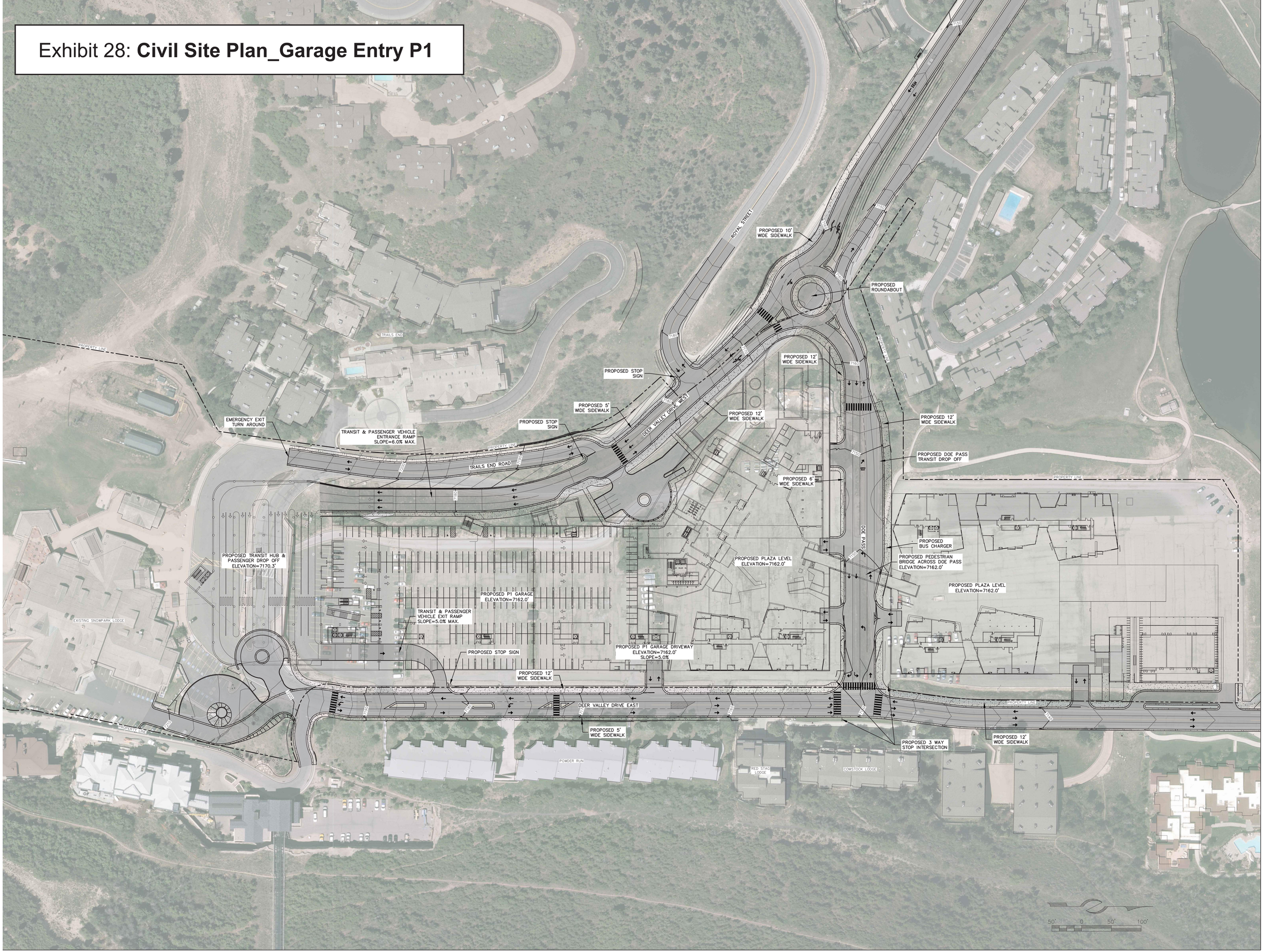
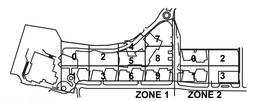
SHEET
P2 GARAGE LEVEL PLAN

C203

Exhibit 28: **Civil Site Plan_Garage Entry P1**





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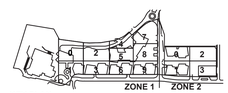
SHEET
P1 GARAGE LEVEL PLAN

C204

Exhibit 29A: **Civil Site Plan_Neighborhood & Access - Roads**





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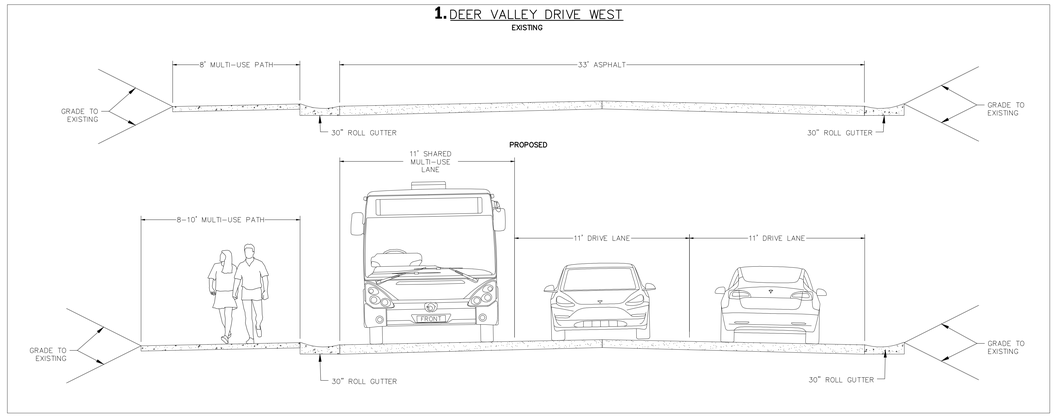
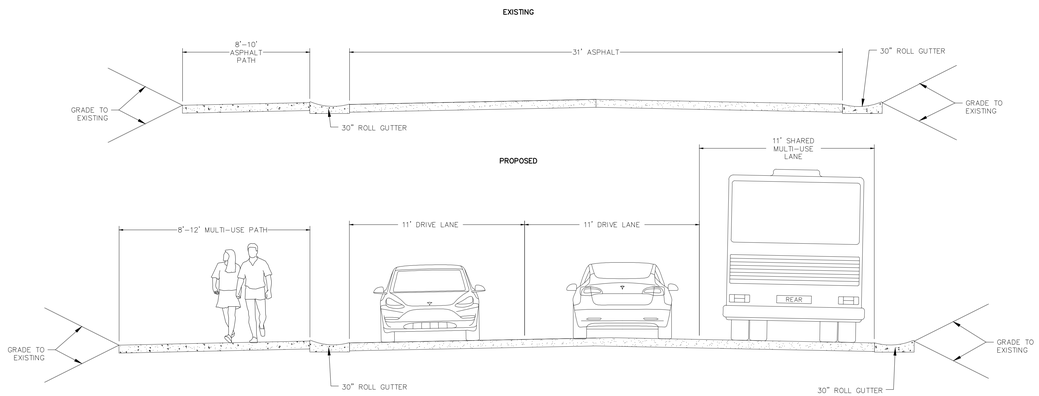
SNOW PARK DEER VALLEY ACCESS EXHIBITS

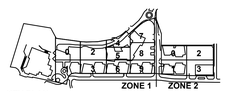
EX-1

1. DEER VALLEY DRIVE WEST



2. DEER VALLEY DRIVE EAST





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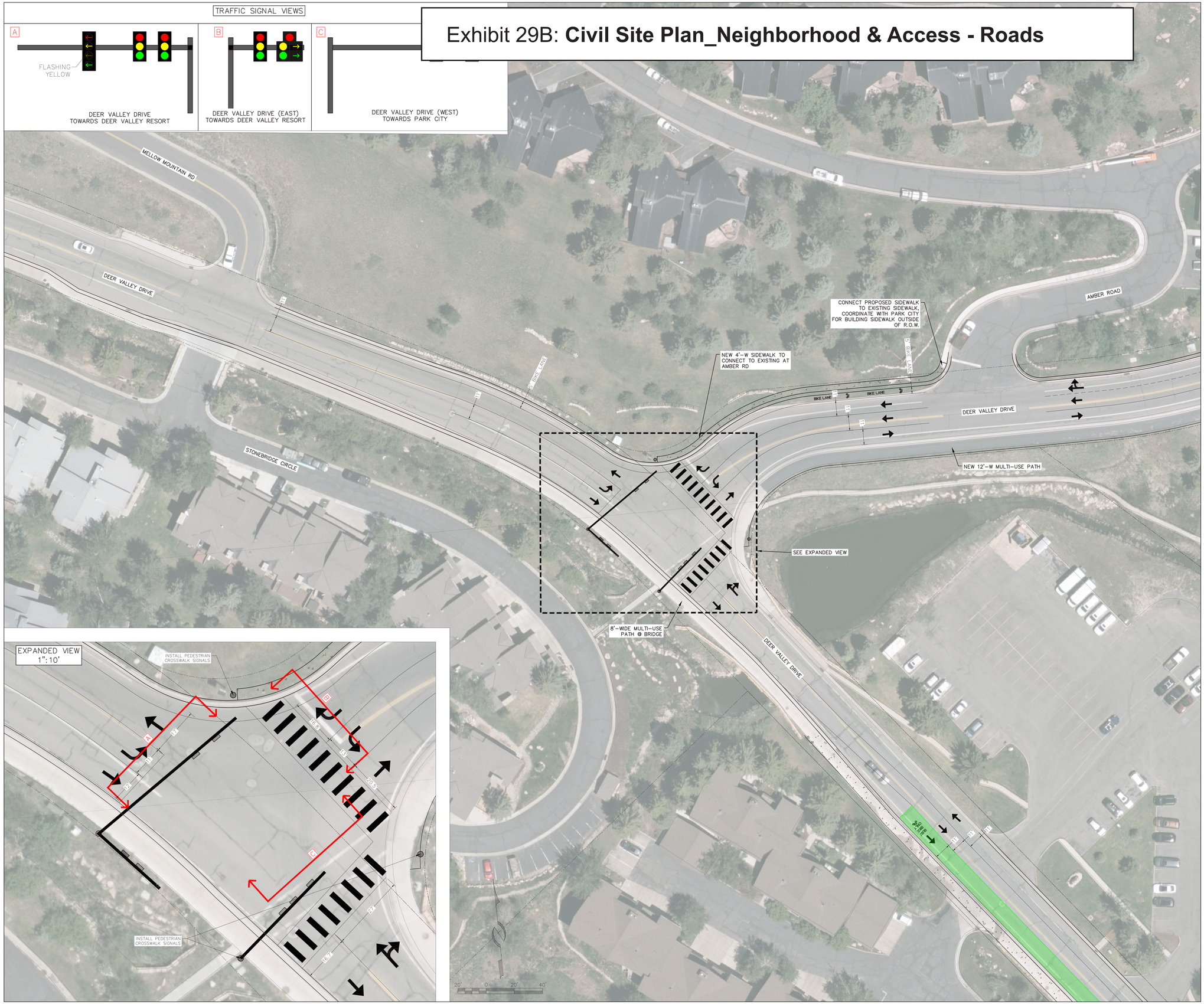
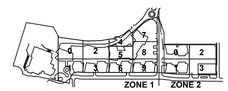
SHEET
SNOW PARK DEER VALLEY CROSS SECTIONS

EX-1.1

Exhibit 29B: **Civil Site Plan_Neighborhood & Access - Roads**





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PROJECT #
23045

DATE
OCTOBER 3, 2024

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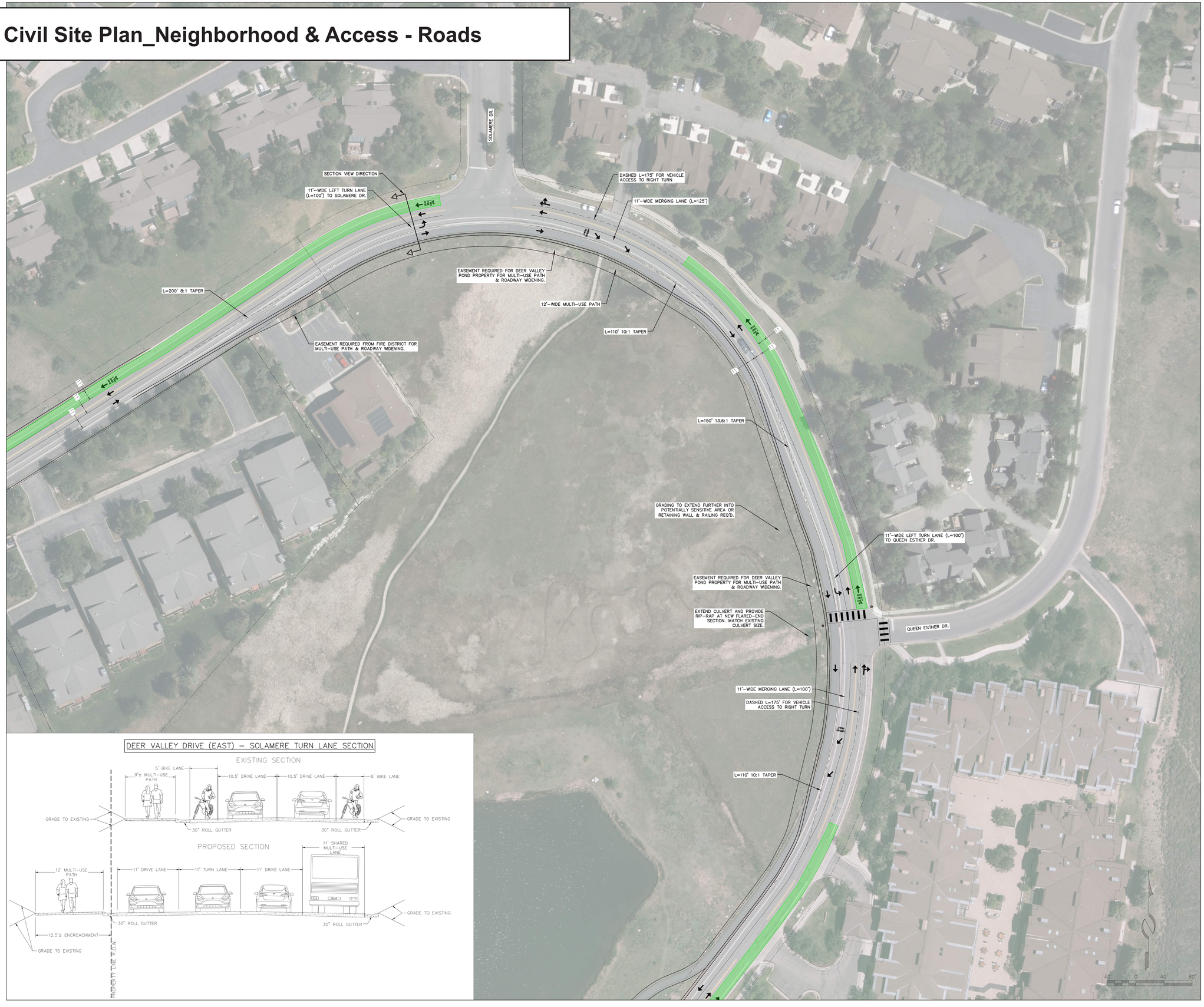
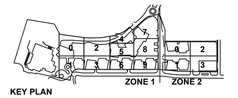
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-2

Exhibit 29C: **Civil Site Plan_Neighborhood & Access - Roads**



DEER VALLEY DRIVE (EAST) – SOLAMERE TURN LANE SECTION



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PROJECT #
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DATE
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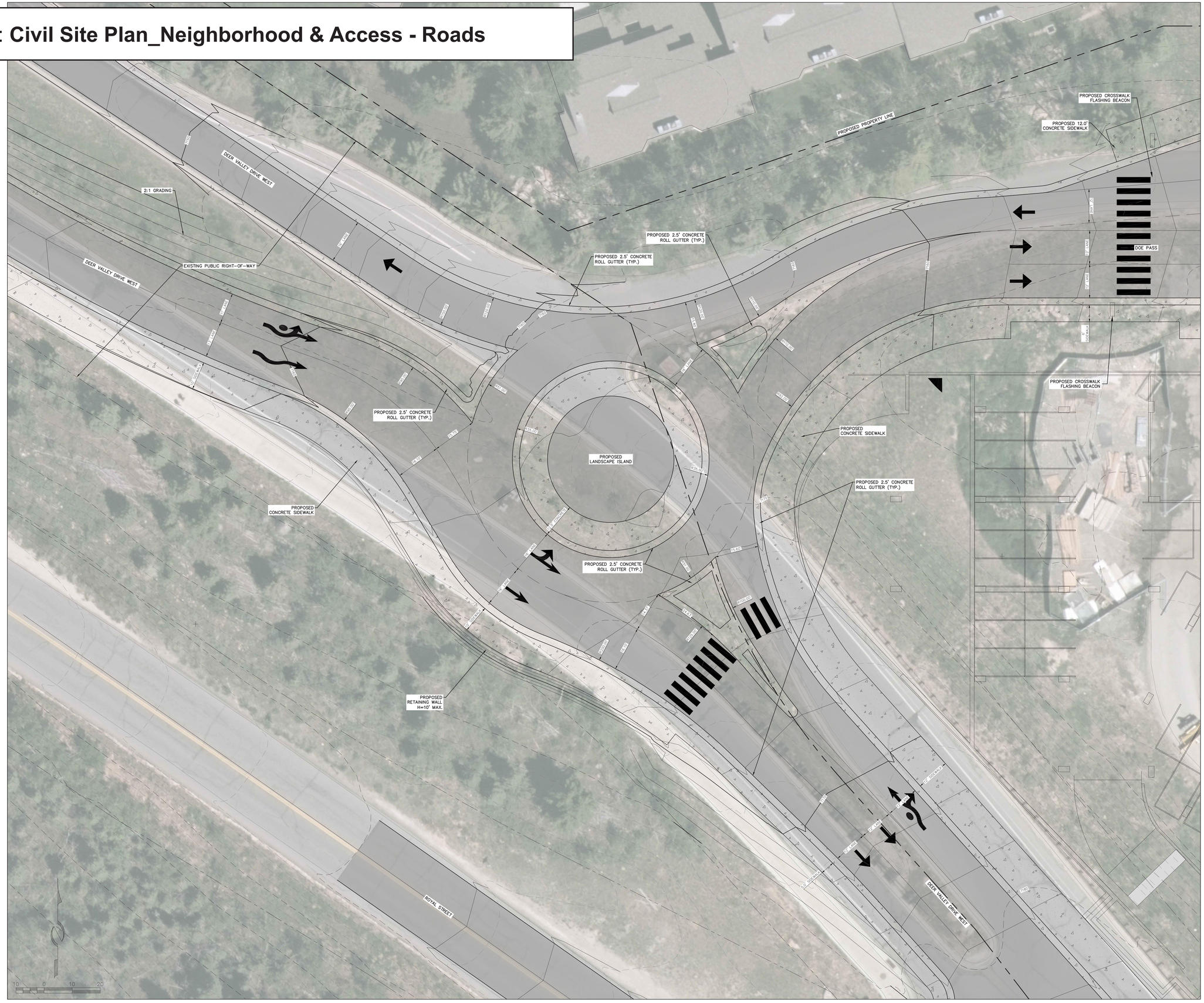
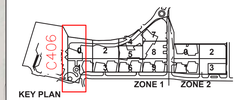
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-3

Exhibit 29D: **Civil Site Plan_Neighborhood & Access - Roads**





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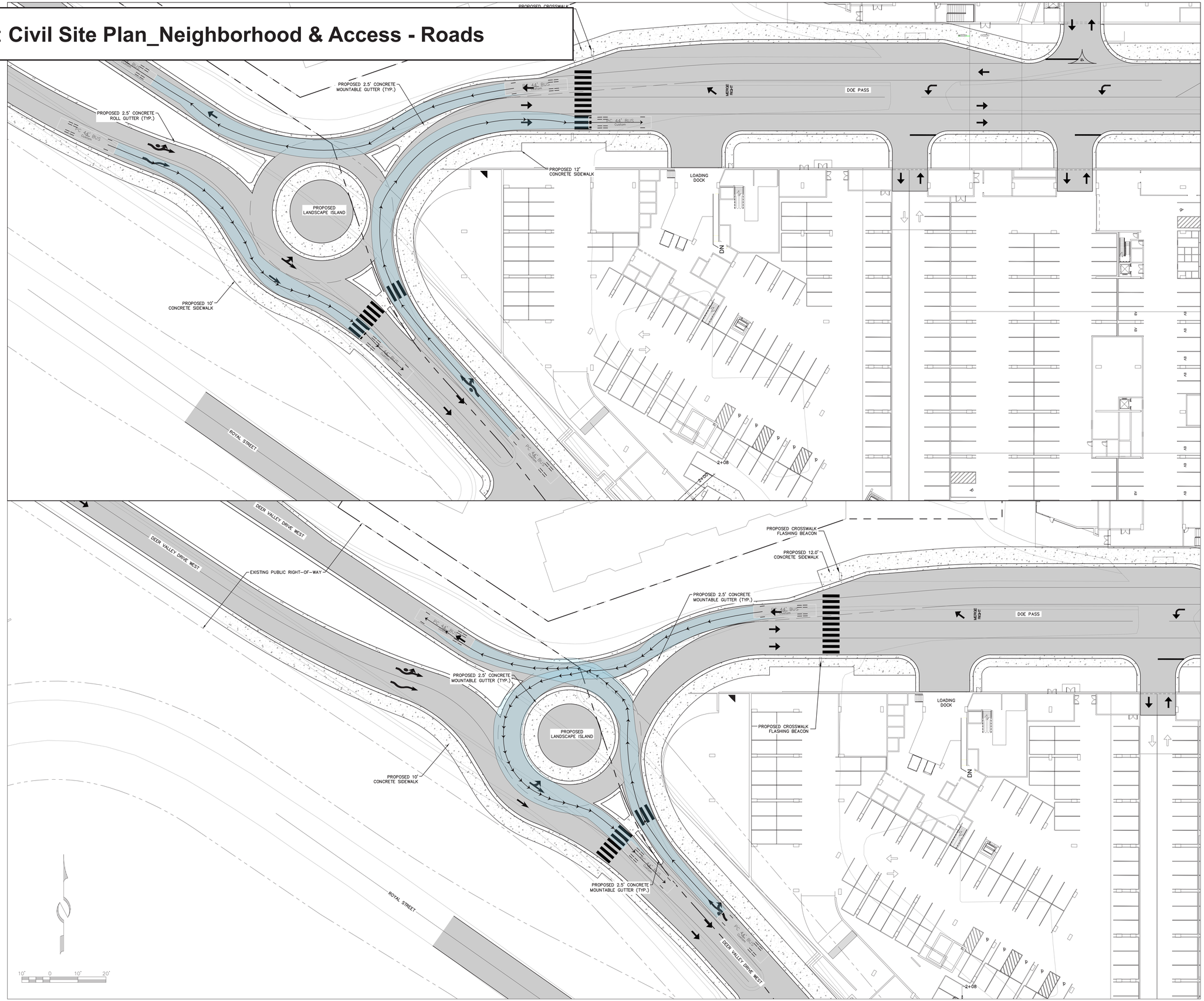
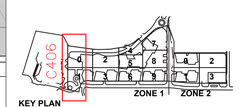
SHEET
PLAN AND PROFILE

C408

Exhibit 29E: **Civil Site Plan_Neighborhood & Access - Roads**





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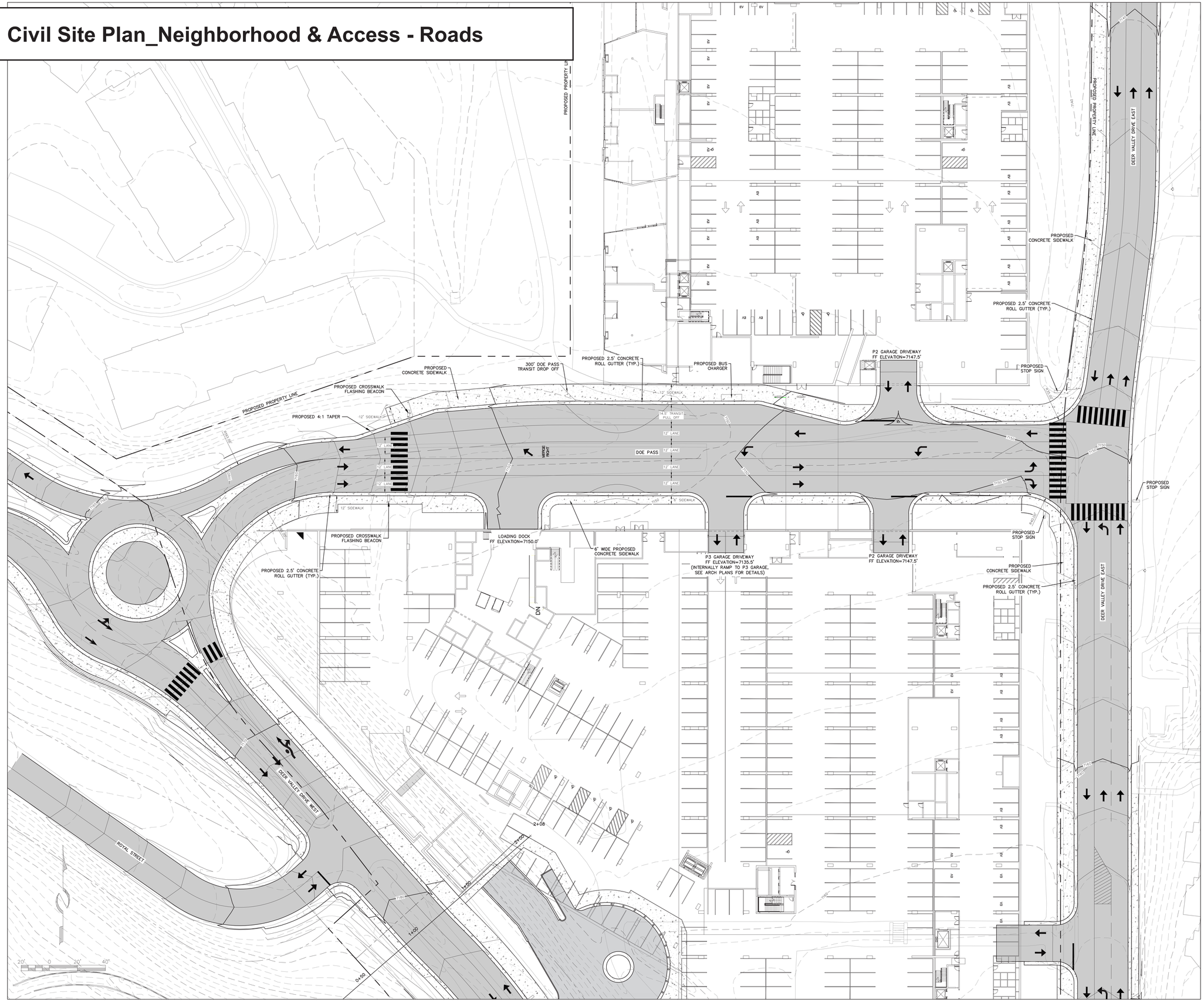
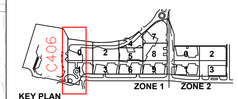
ROUNDABOUT AUTO TURN EXHIBIT

C409

Exhibit 29F: **Civil Site Plan_Neighborhood & Access - Roads**





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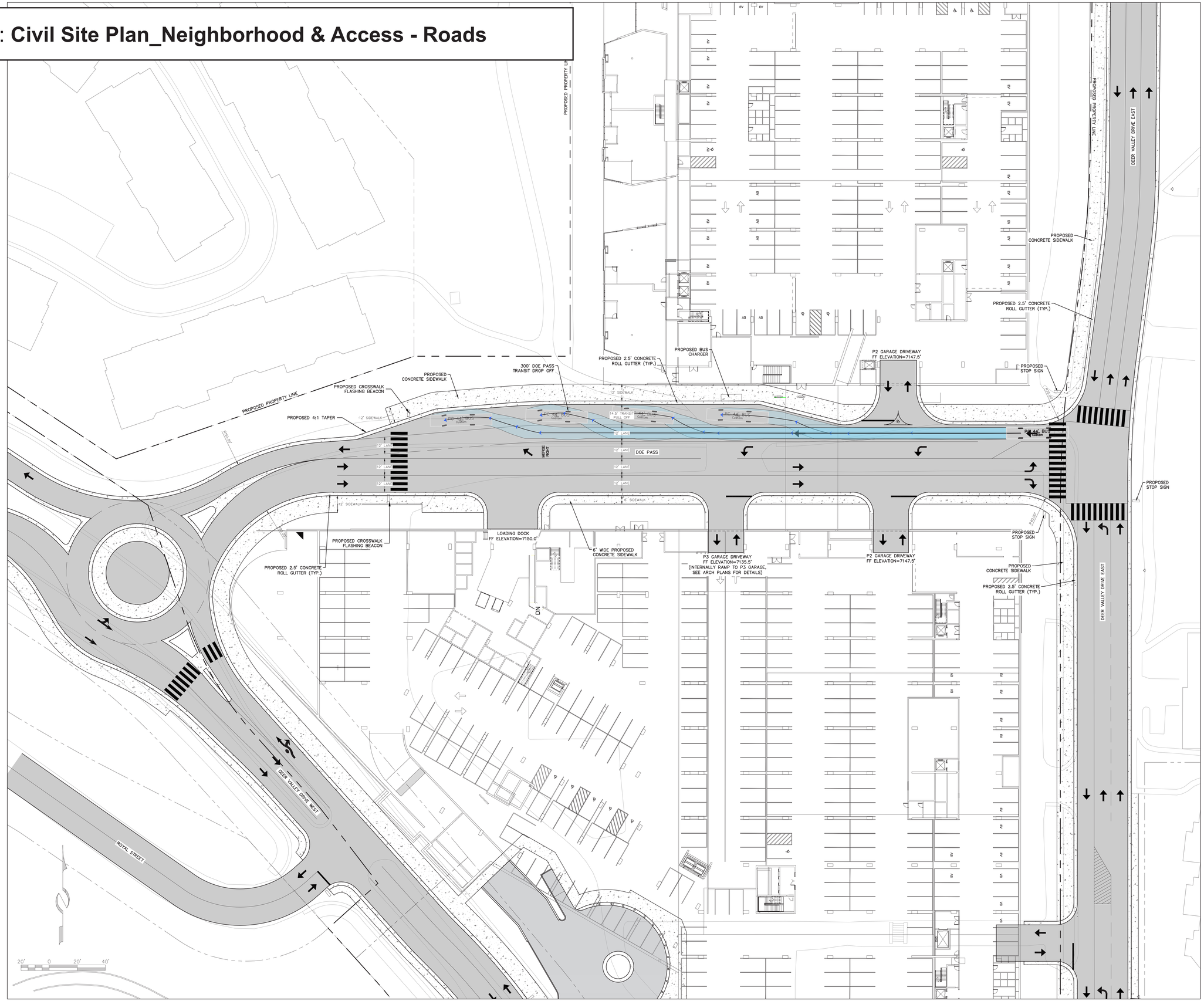
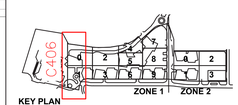
DOE PASS DETAIL

C410

Exhibit 29G: **Civil Site Plan_Neighborhood & Access - Roads**





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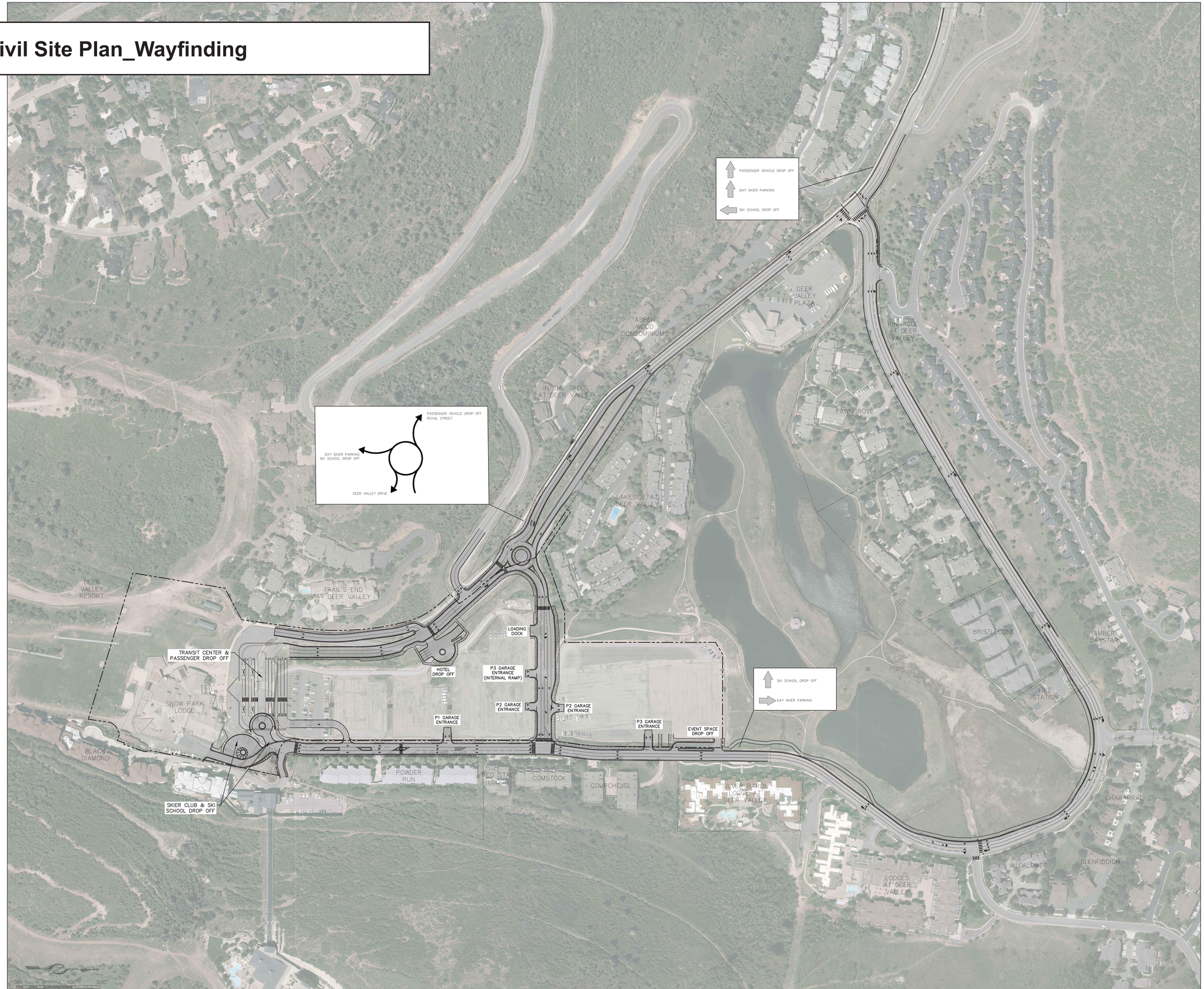
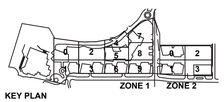
C411

Exhibit 30 **Civil Site Plan_Wayfinding**





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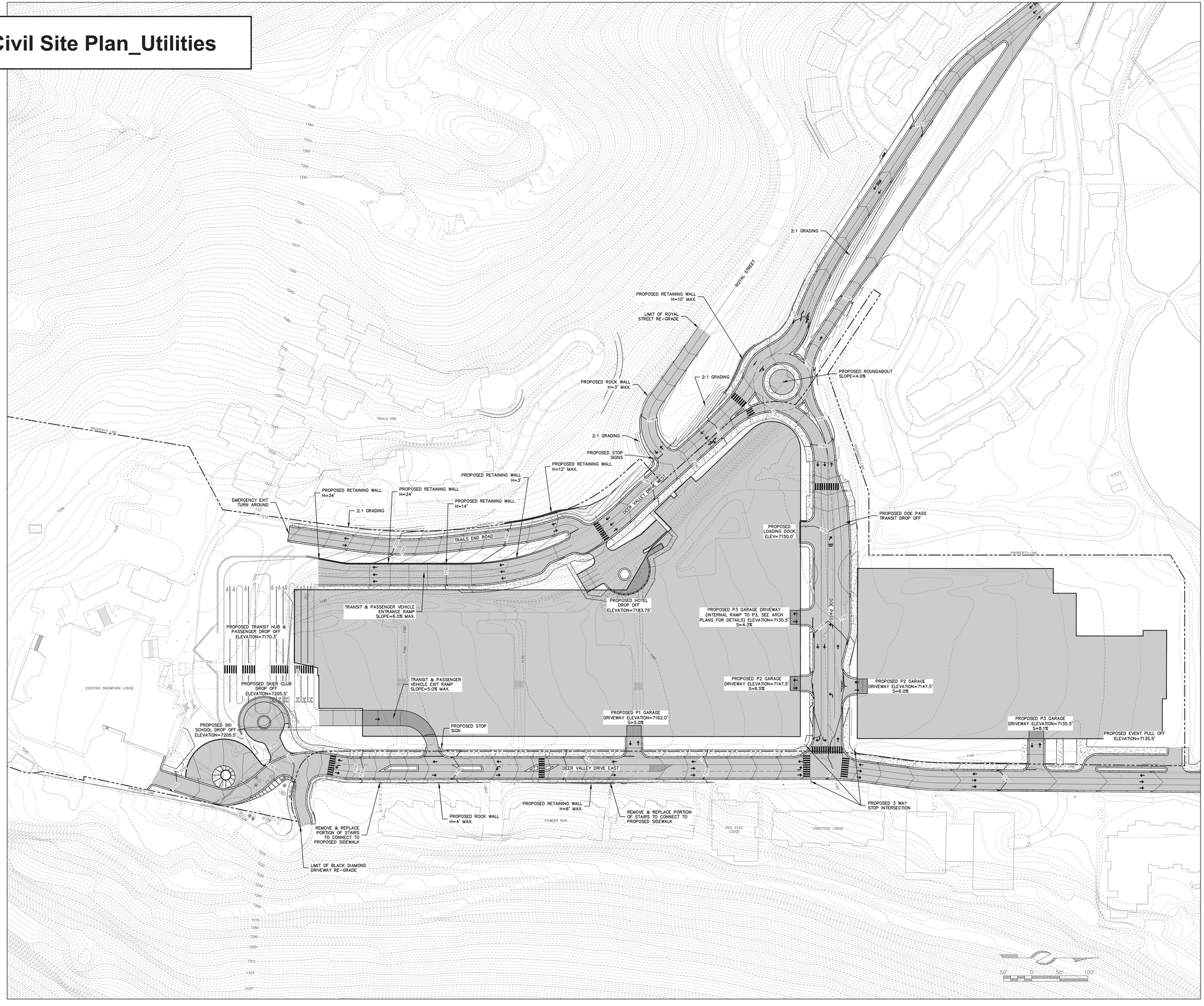
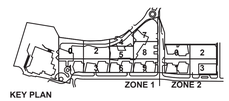
EX-6

Exhibit 31: **Civil Site Plan_Utilities**





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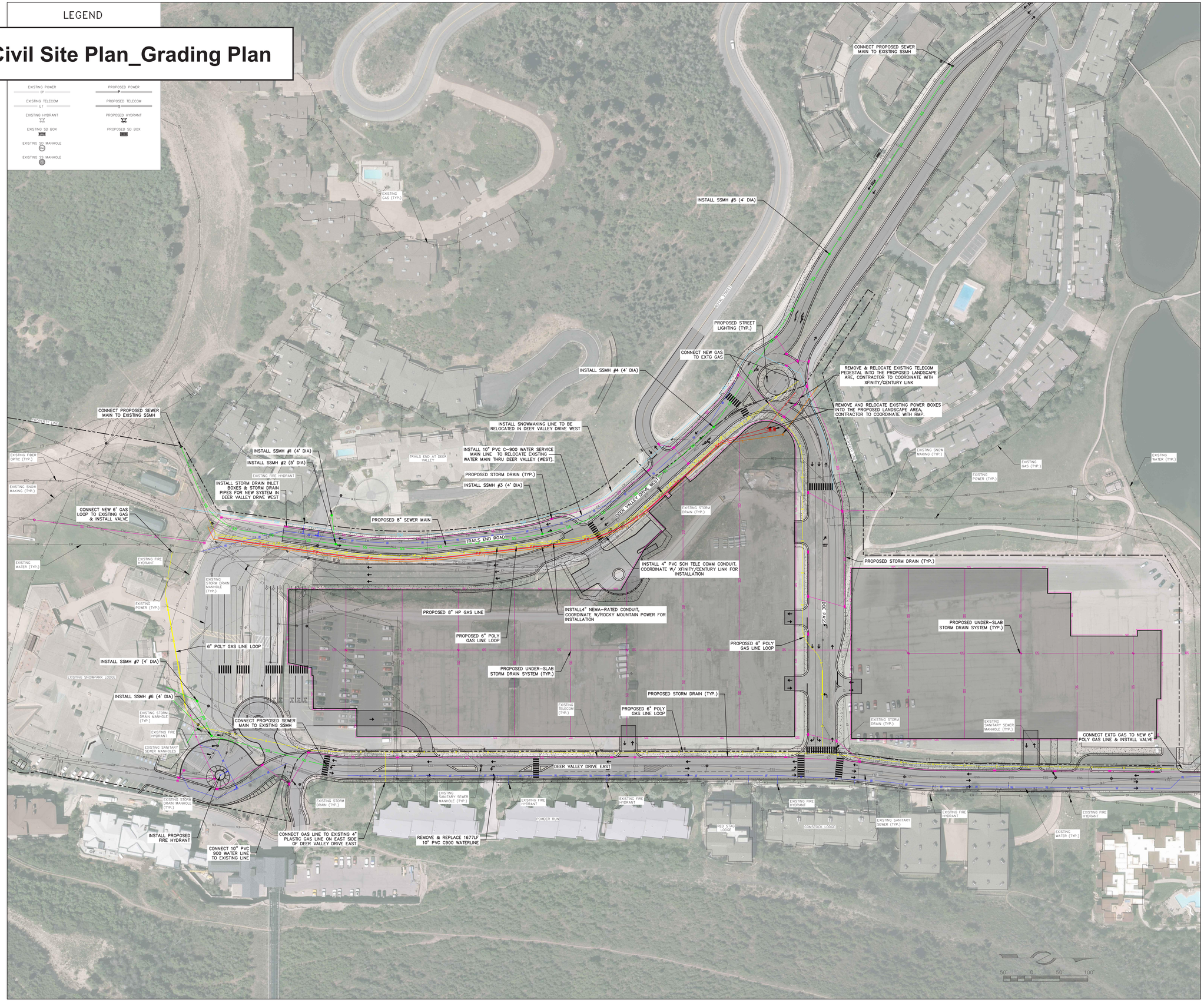
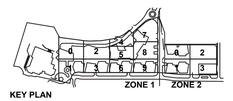
OVERALL GRADING PLAN

C205

Exhibit 32: **Civil Site Plan_Grading Plan**





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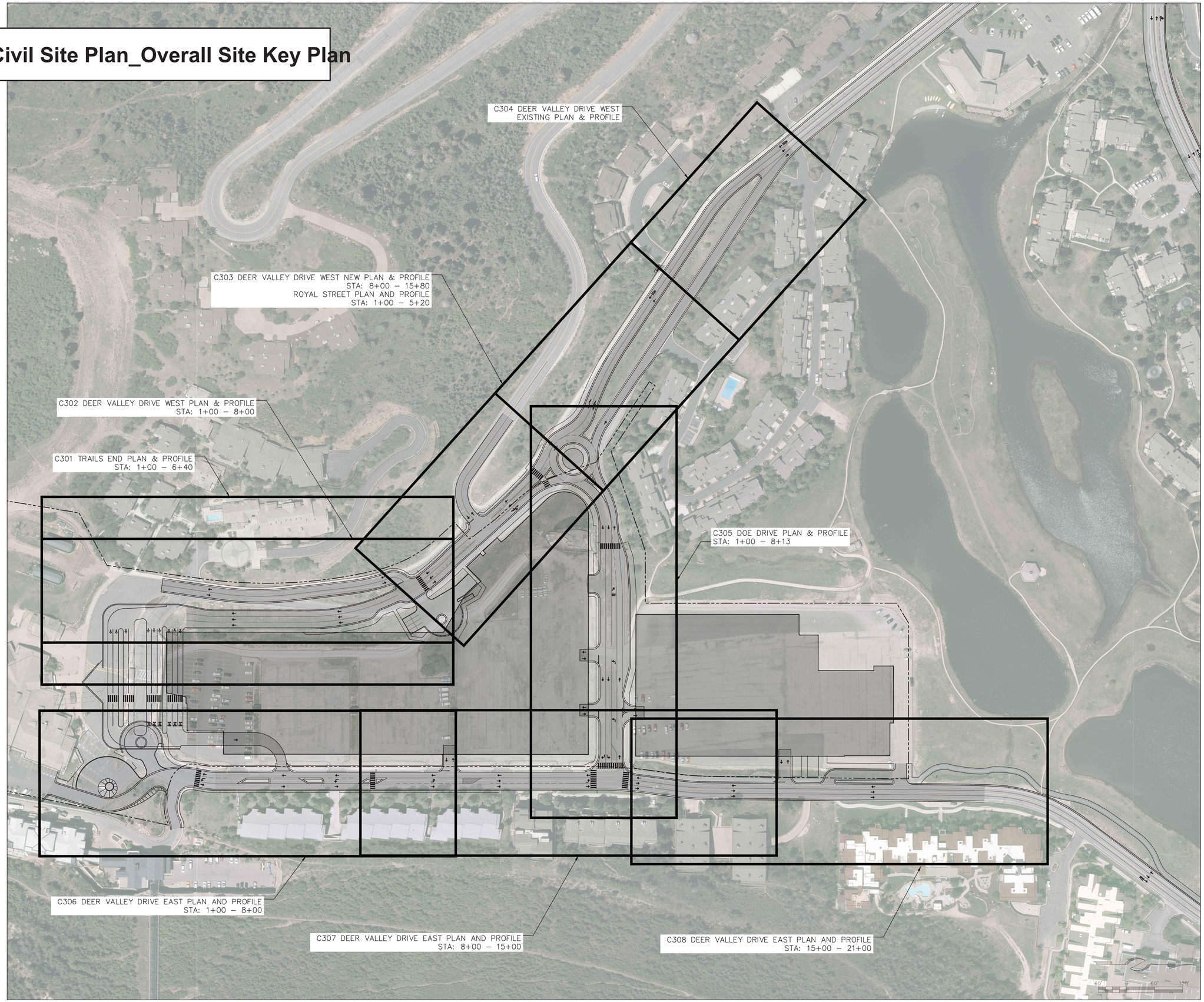
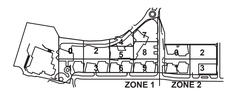
OVERALL UTILITY PLAN

C206

Exhibit 33: **Civil Site Plan_Overall Site Key Plan**





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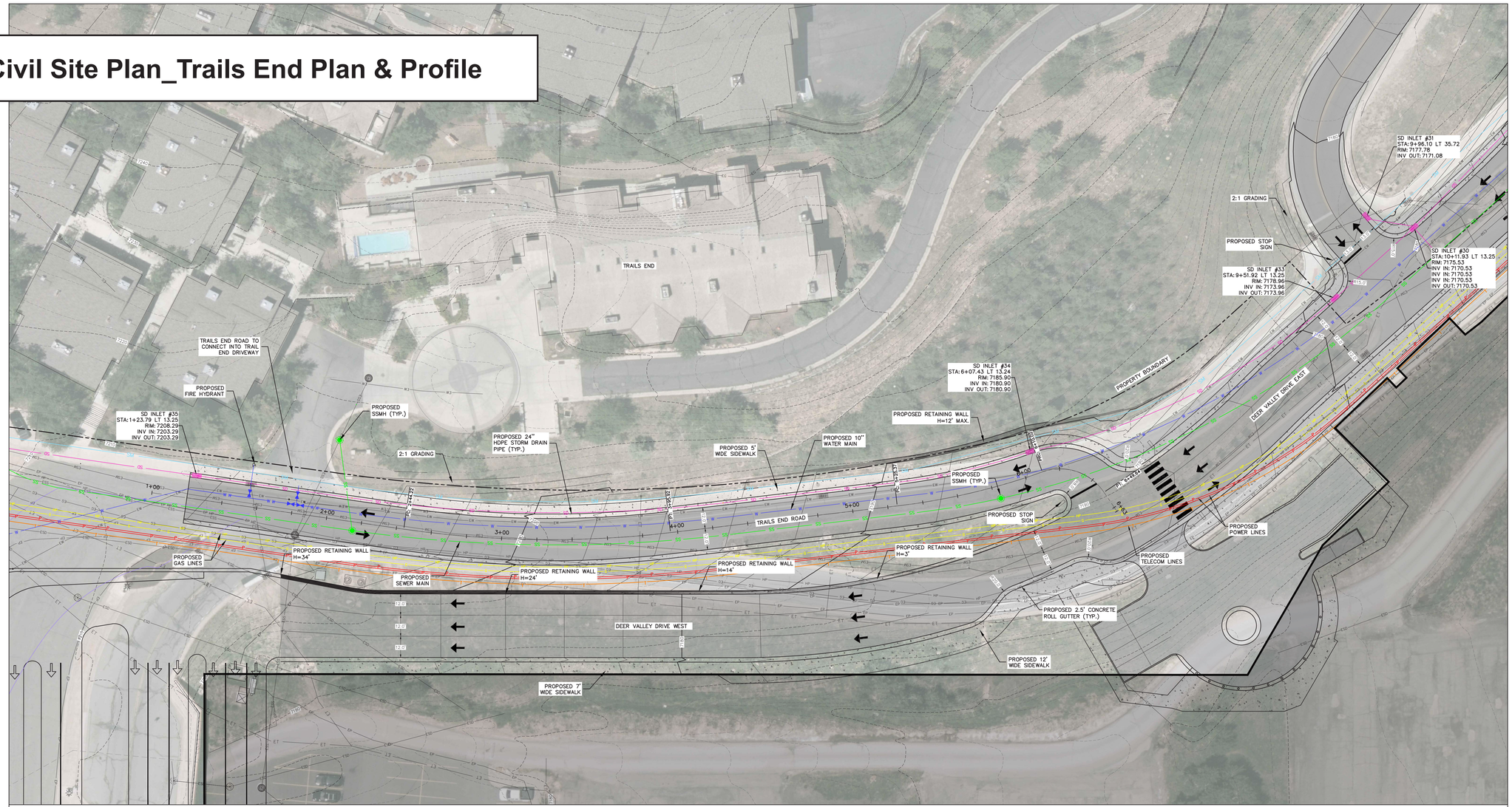
SITE OVERVIEW PLAN

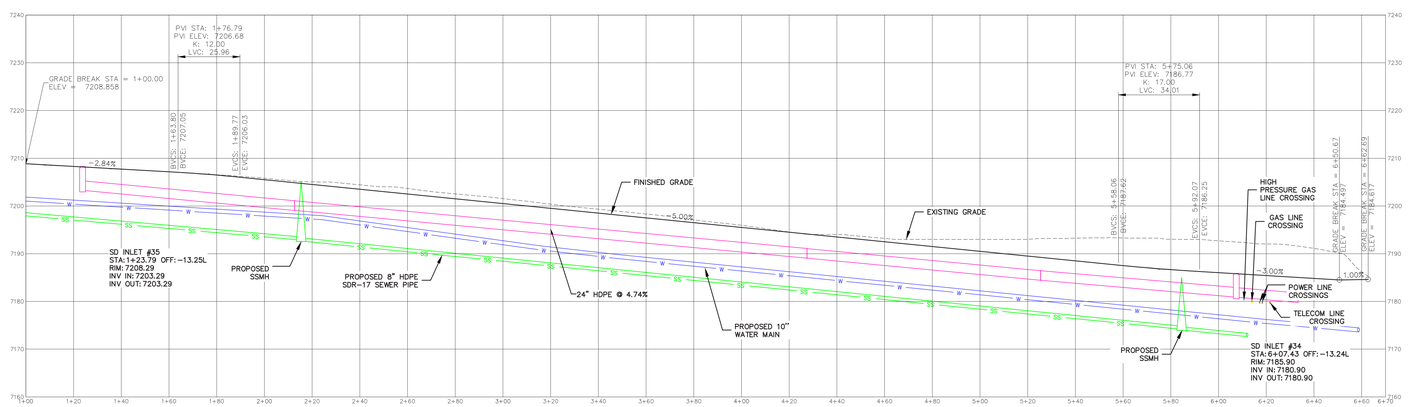
C300

Exhibit 34: **Civil Site Plan_Trails End Plan & Profile**

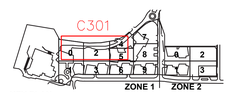


20' 0 20' 40'

TRAILS END – PLAN VIEW



TRAILS END – PROFILE VIEW



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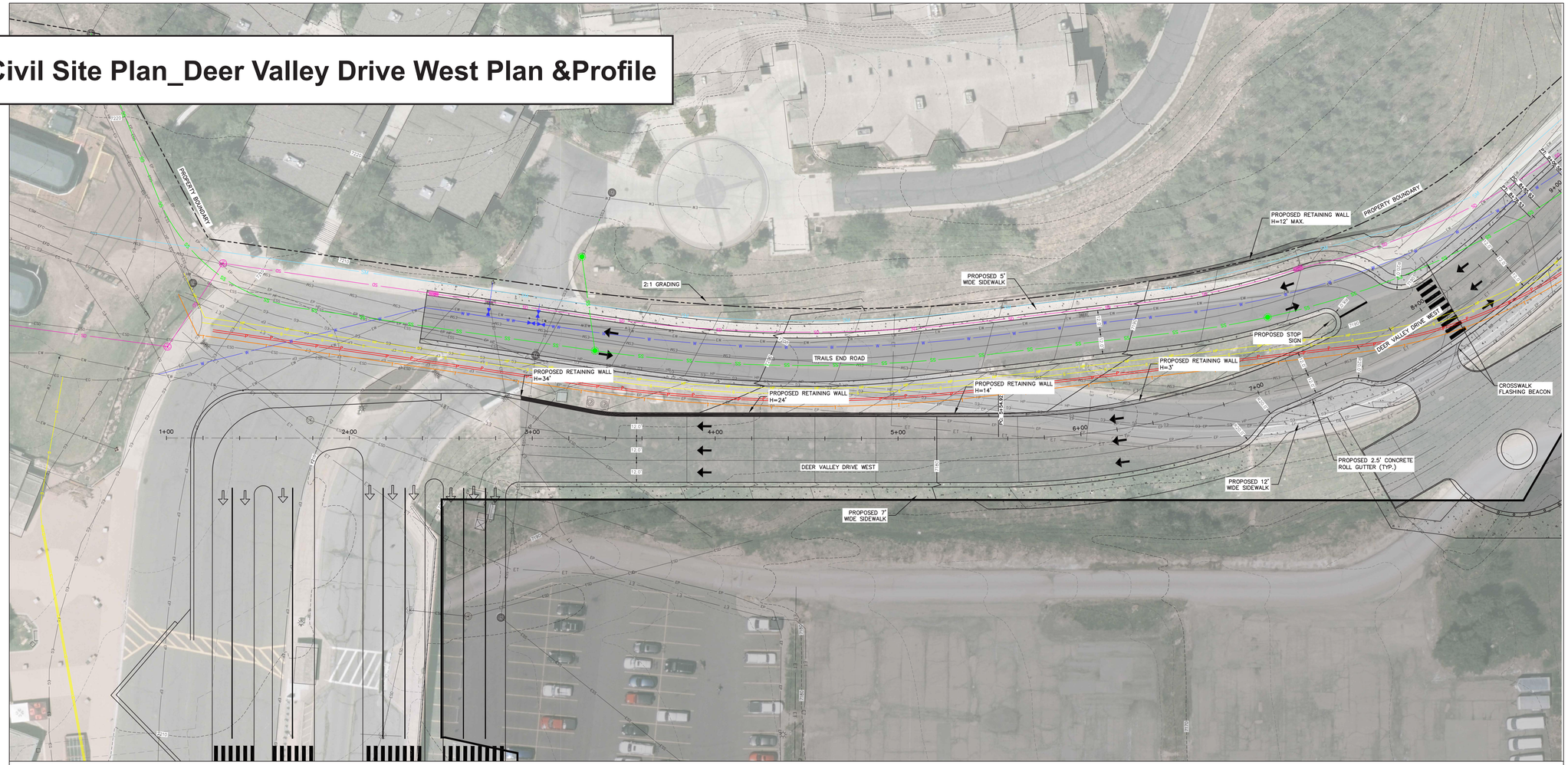
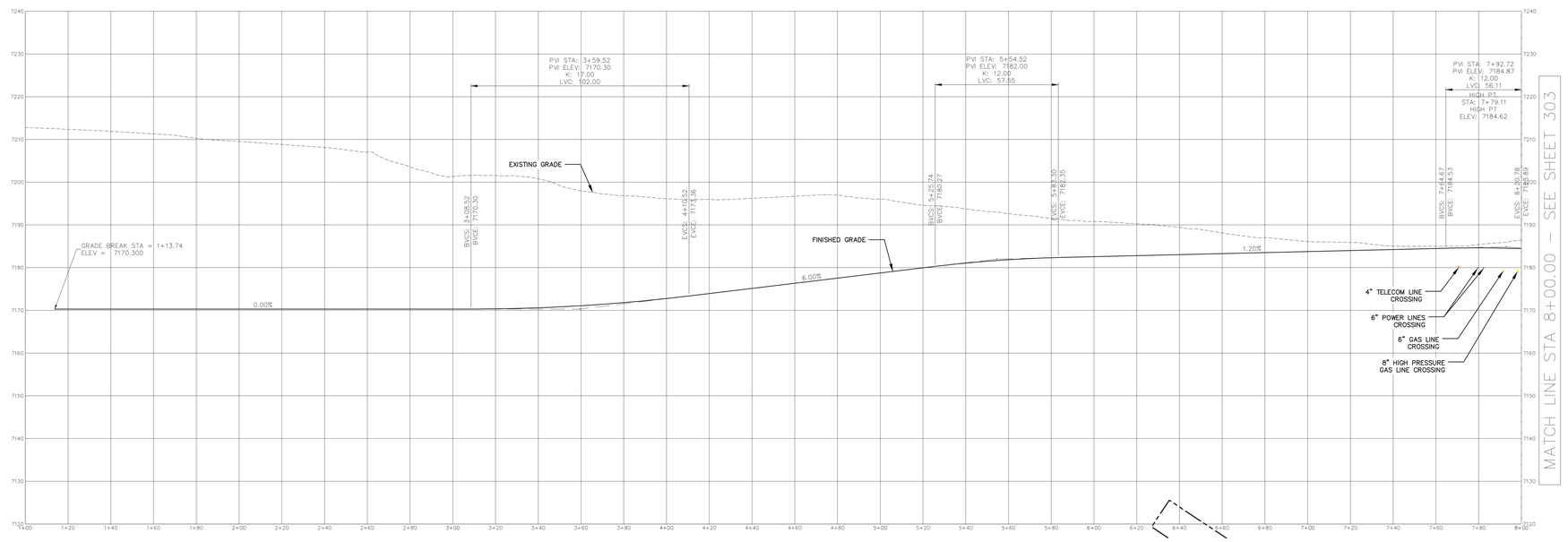
C301

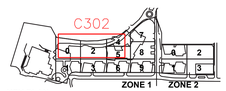
Exhibit 35: **Civil Site Plan_Deer Valley Drive West Plan &Profile**



DEER VALLEY DRIVE WEST – PLAN VIEW



DEER VALLEY DRIVE WEST – PROFILE VIEW



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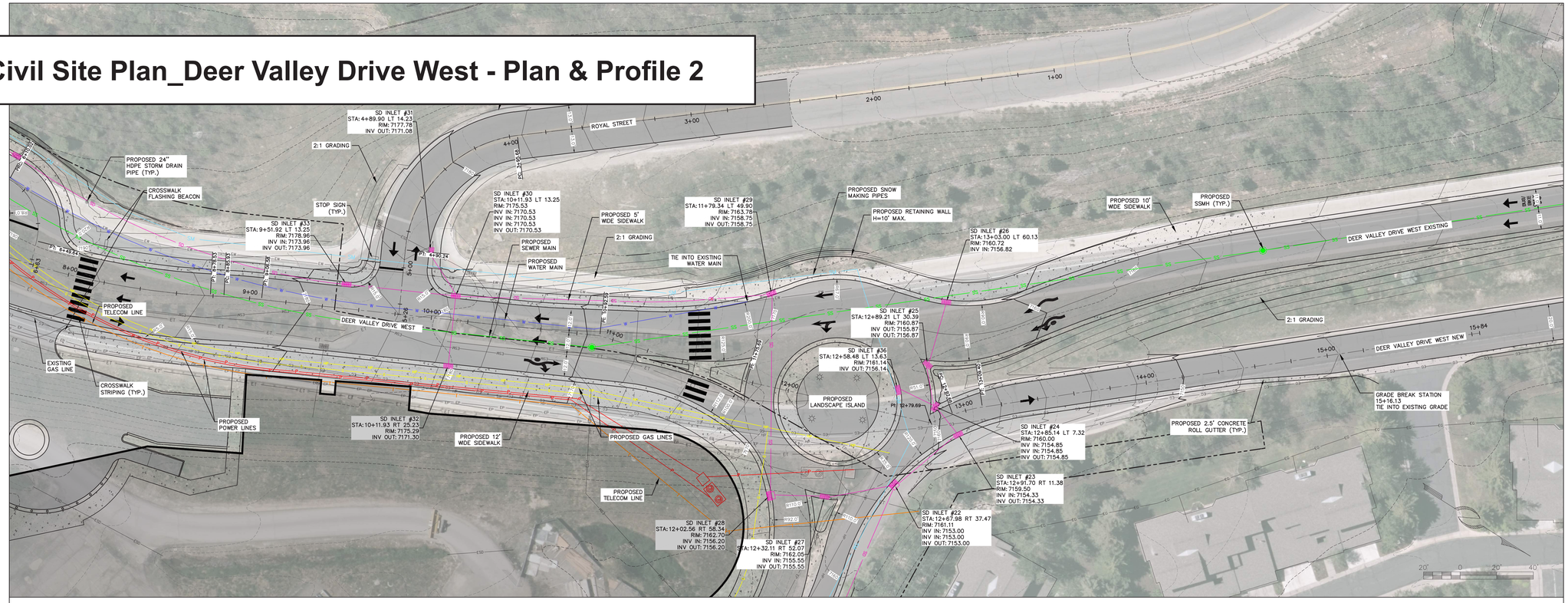
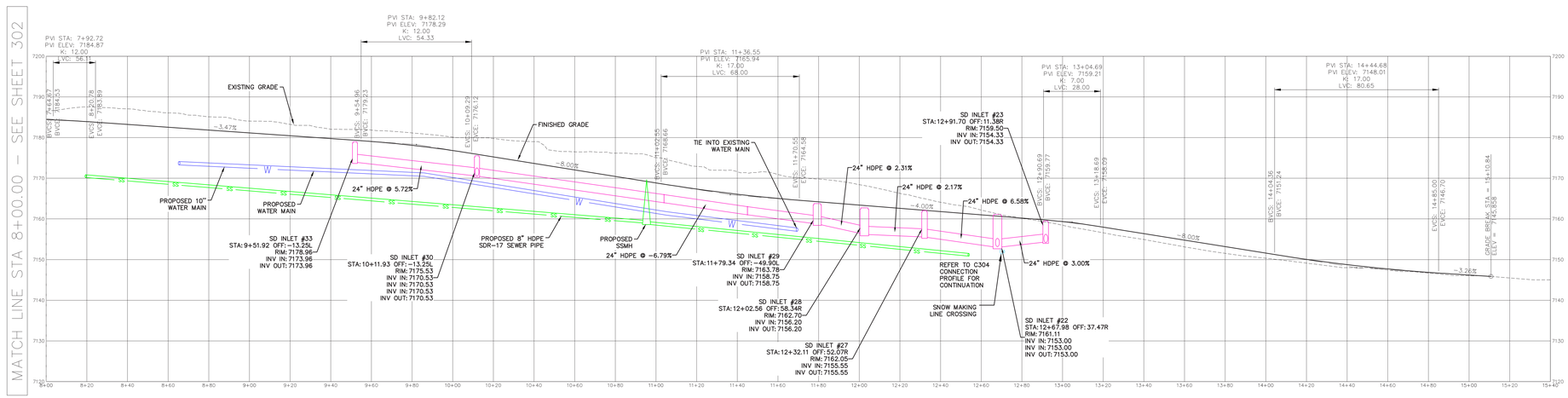
C302

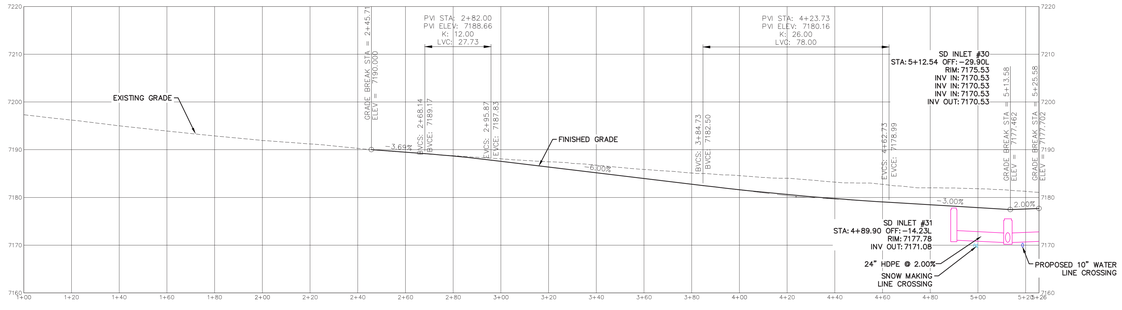
Exhibit 36: **Civil Site Plan_Deer Valley Drive West - Plan & Profile 2**



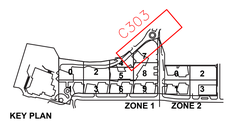
DEER VALLEY DRIVE WEST – PLAN VIEW



DEER VALLEY DRIVE WEST – PROFILE VIEW



ROYAL STREET – PROFILE VIEW



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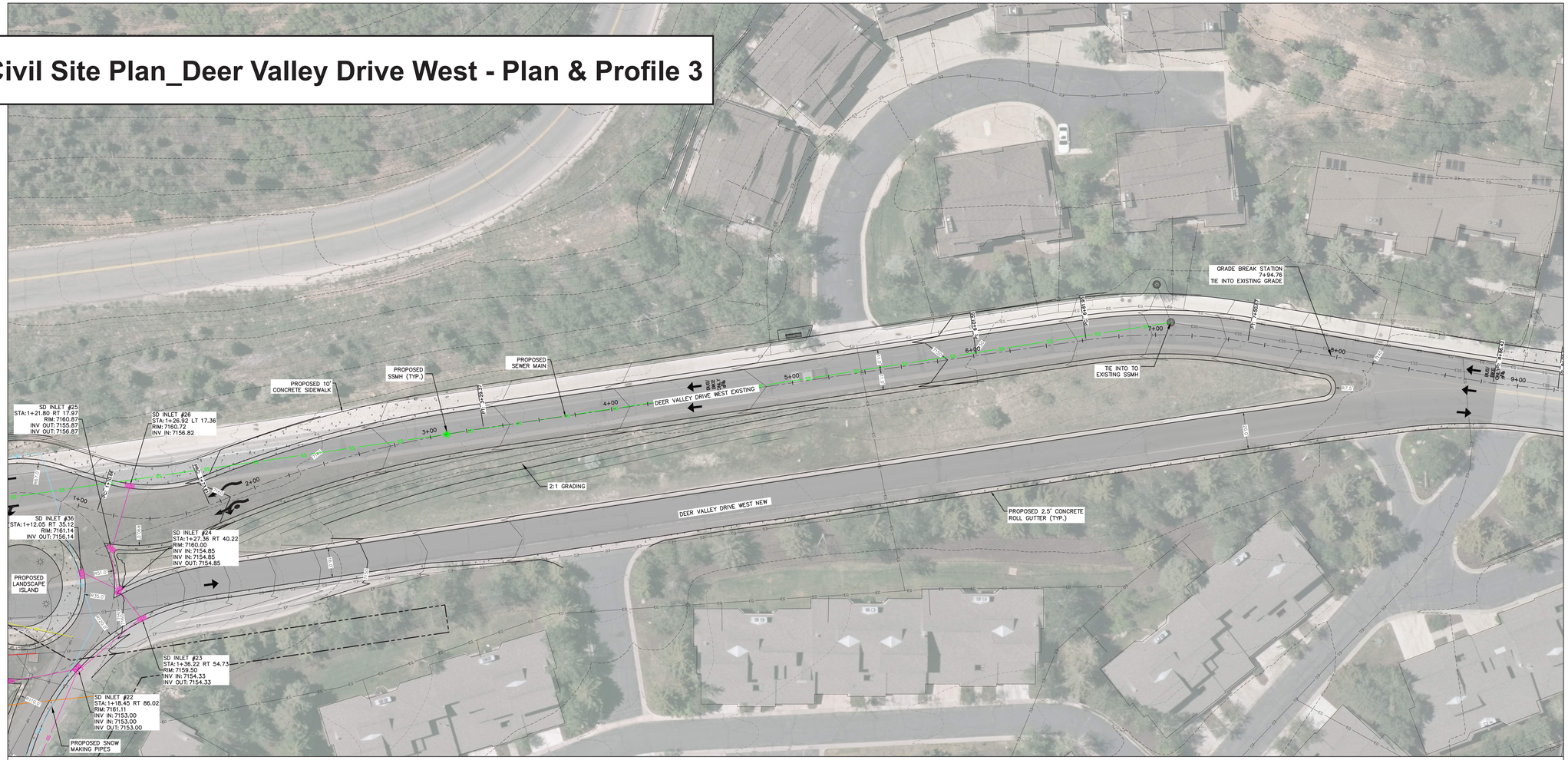
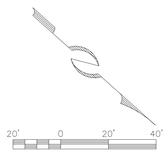
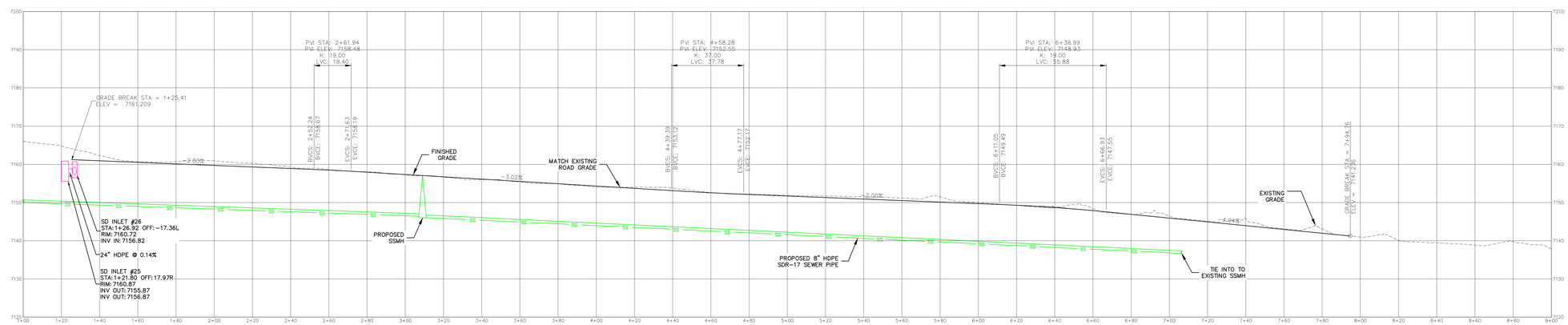
C303

Exhibit 37: **Civil Site Plan_Deer Valley Drive West - Plan & Profile 3**



DEER VALLEY DRIVE WEST EXISTING – PLAN VIEW





DEER VALLEY DRIVE WEST EXISTING – PROFILE VIEW

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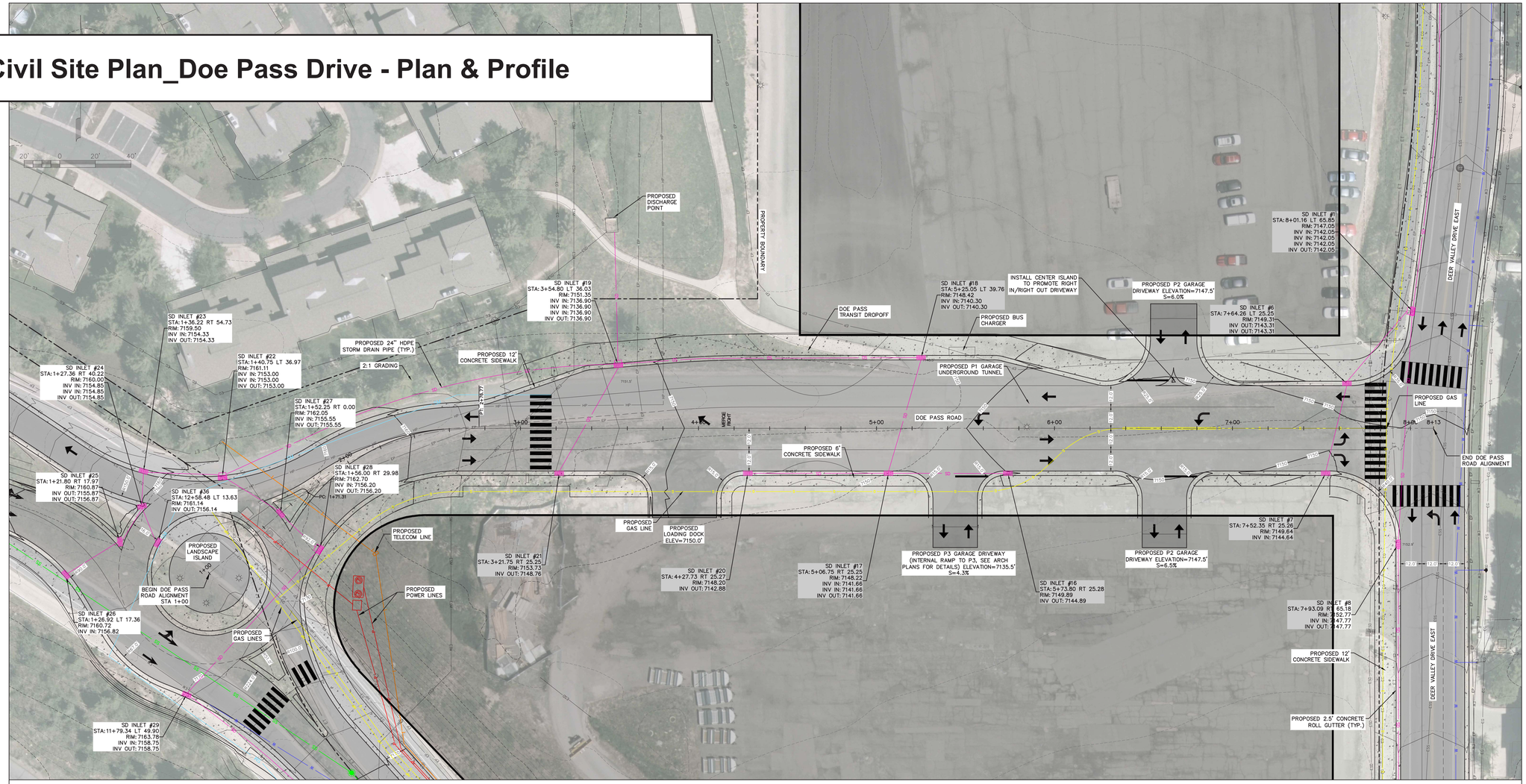
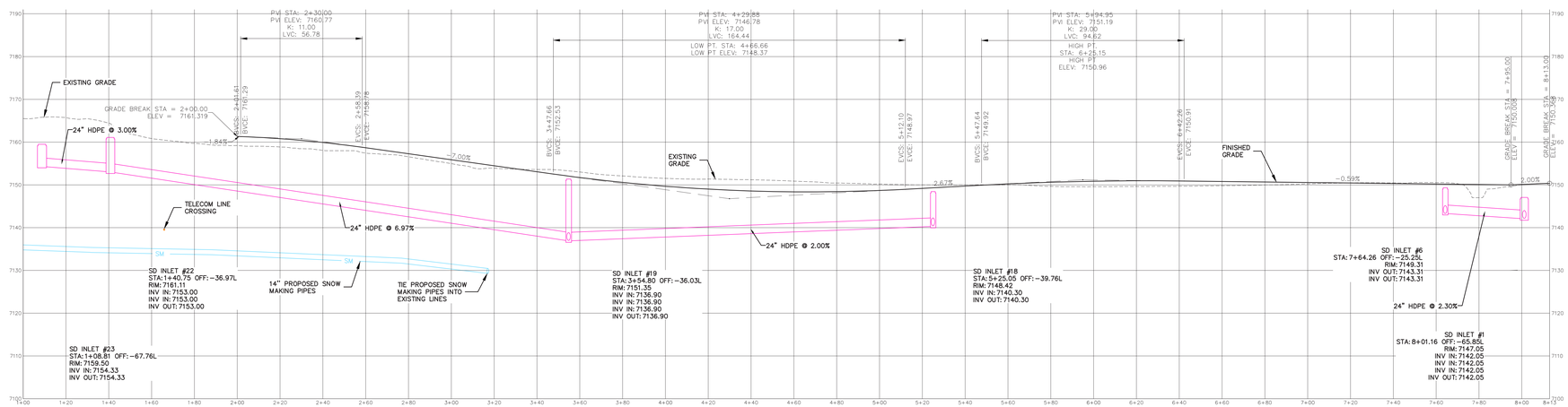
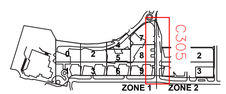
Exhibit 38: **Civil Site Plan_Doe Pass Drive - Plan & Profile**



DOE PASS DRIVE – PLAN VIEW



DOE PASS DRIVE – PROFILE VIEW



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DEER VALLEY SNOW PARK VILLAGE

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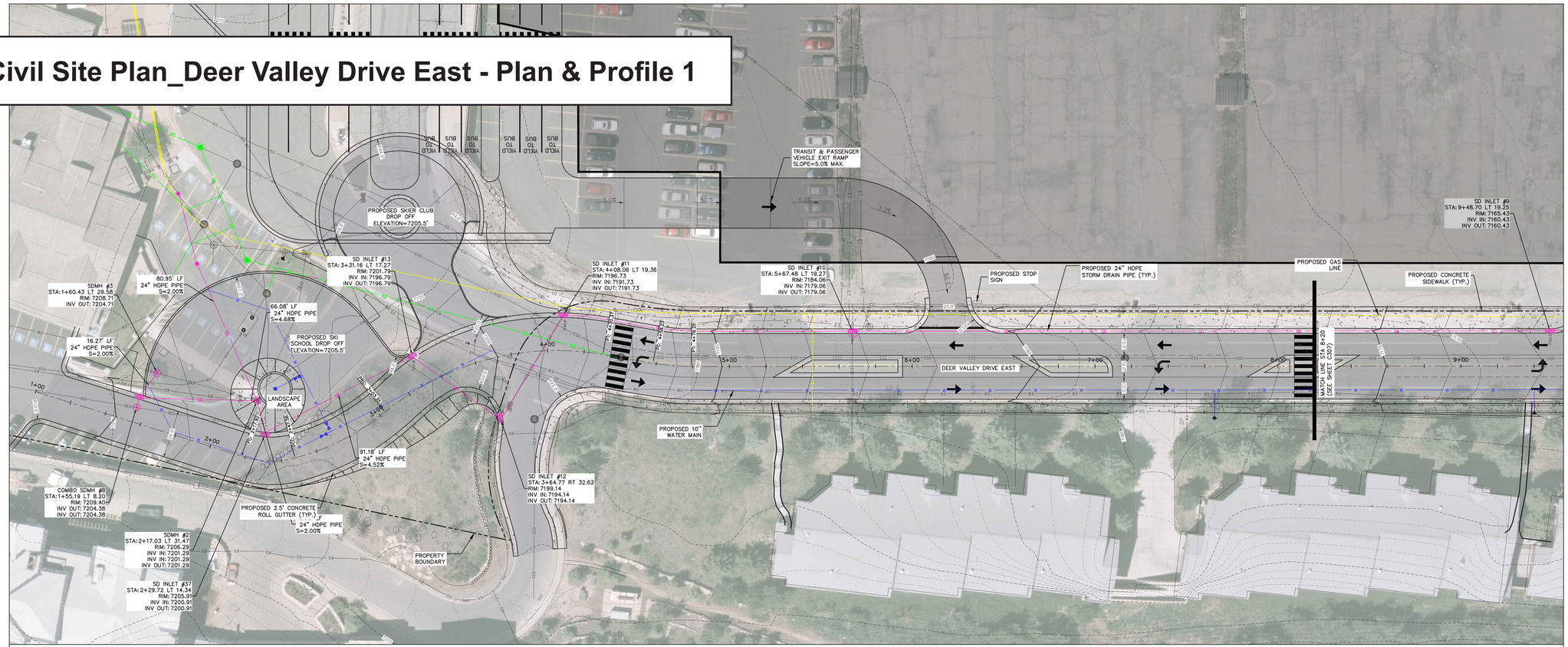
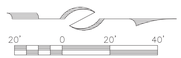
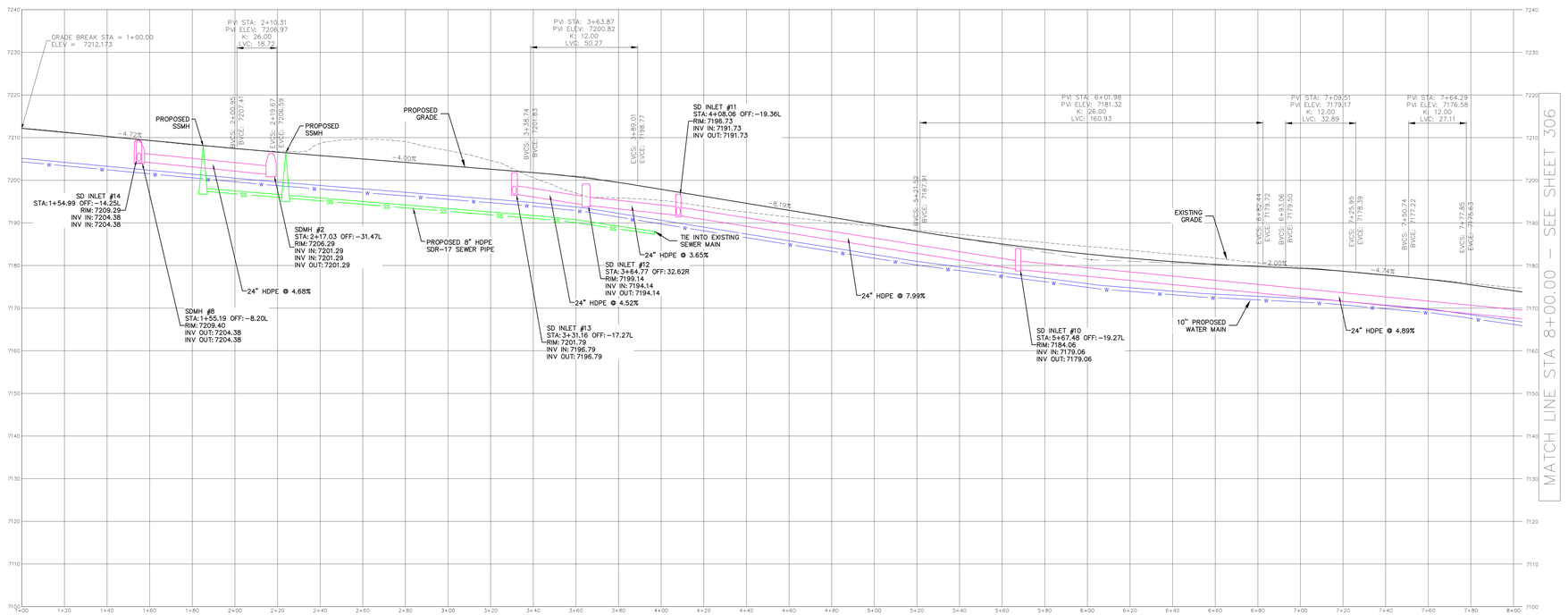
Exhibit 39: **Civil Site Plan_Deer Valley Drive East - Plan & Profile 1**



DEER VALLEY DRIVE EAST – PLAN VIEW





DEER VALLEY DRIVE EAST – PROFILE VIEW

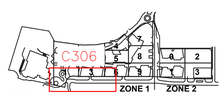


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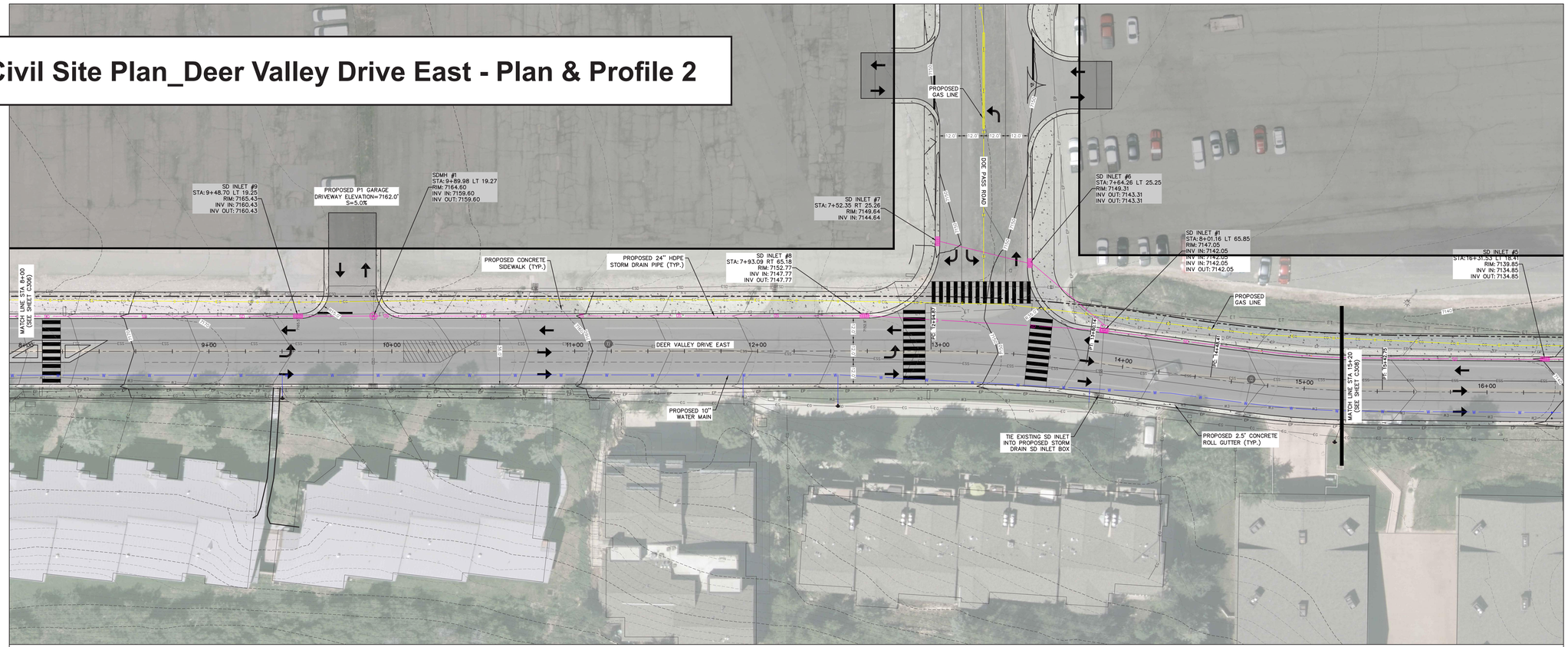
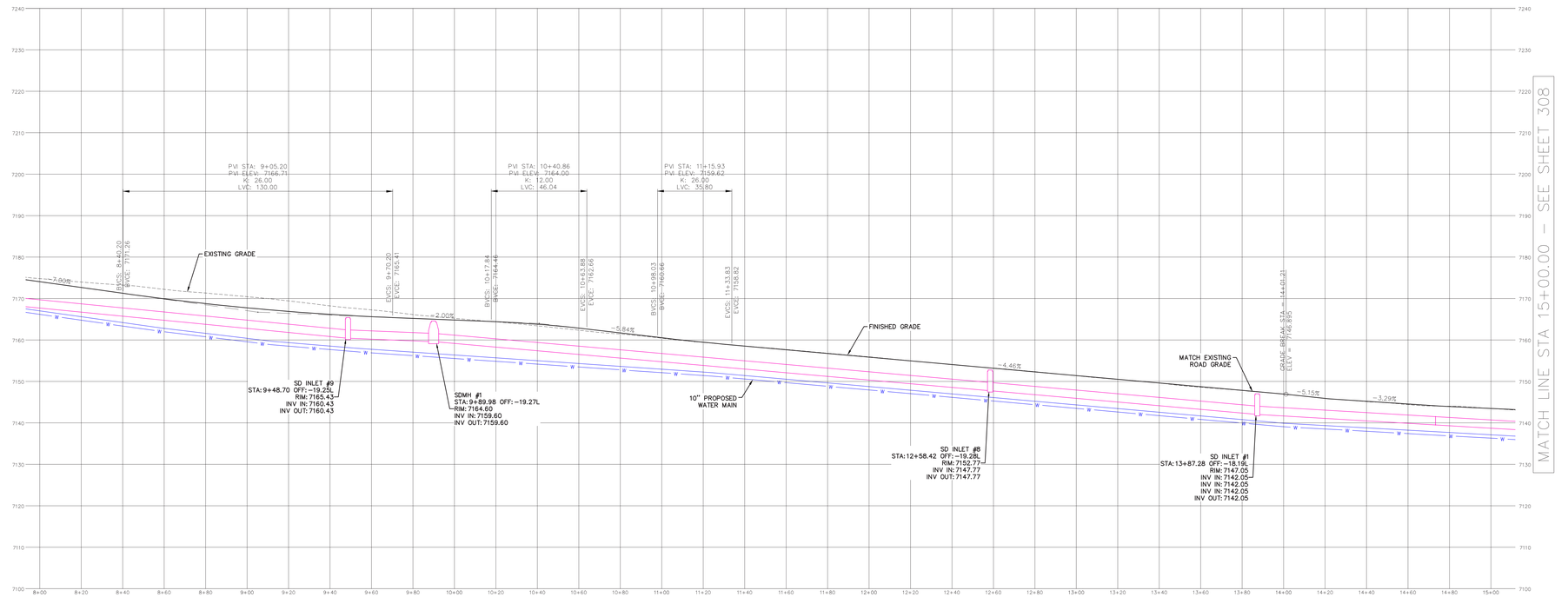
Exhibit 40: **Civil Site Plan_Deer Valley Drive East - Plan & Profile 2**



20' 0 20' 40'

DEER VALLEY DRIVE EAST – PLAN VIEW



DEER VALLEY DRIVE EAST – PROFILE VIEW

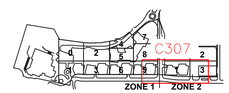


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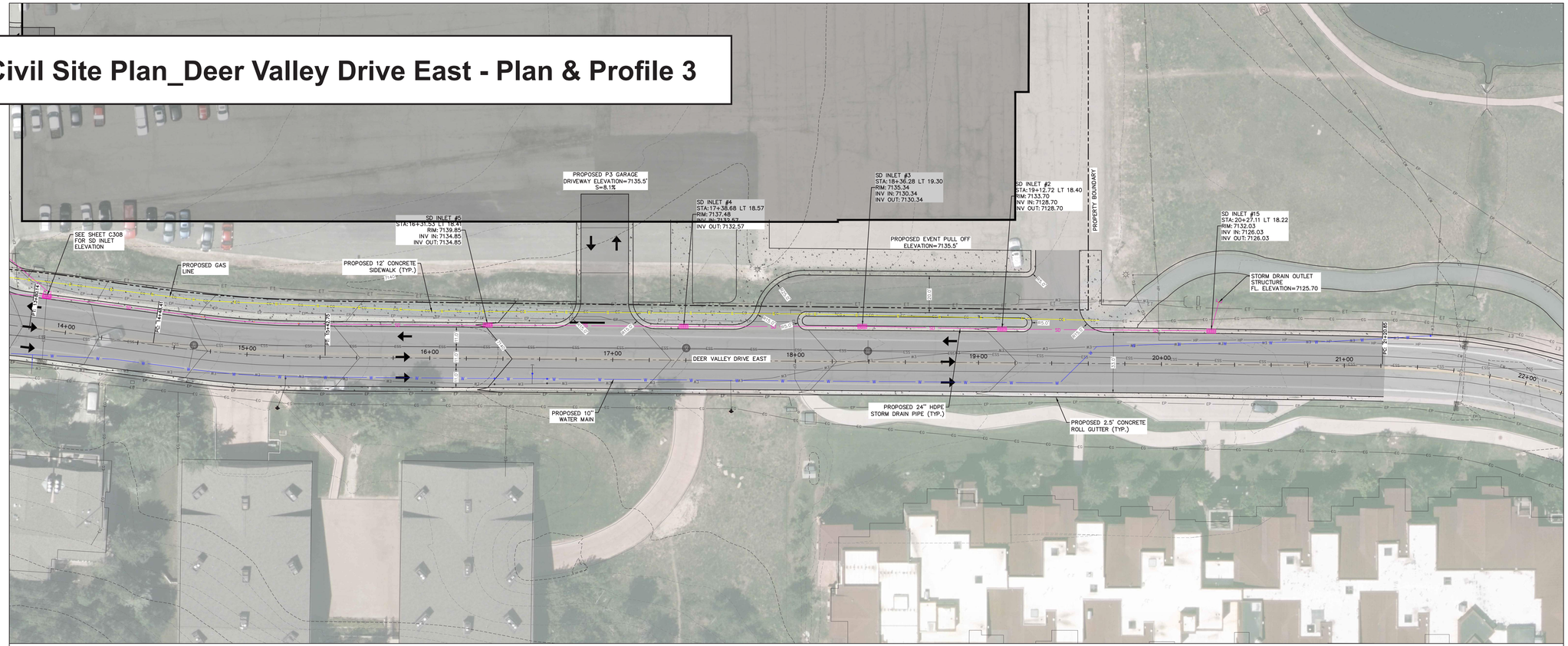
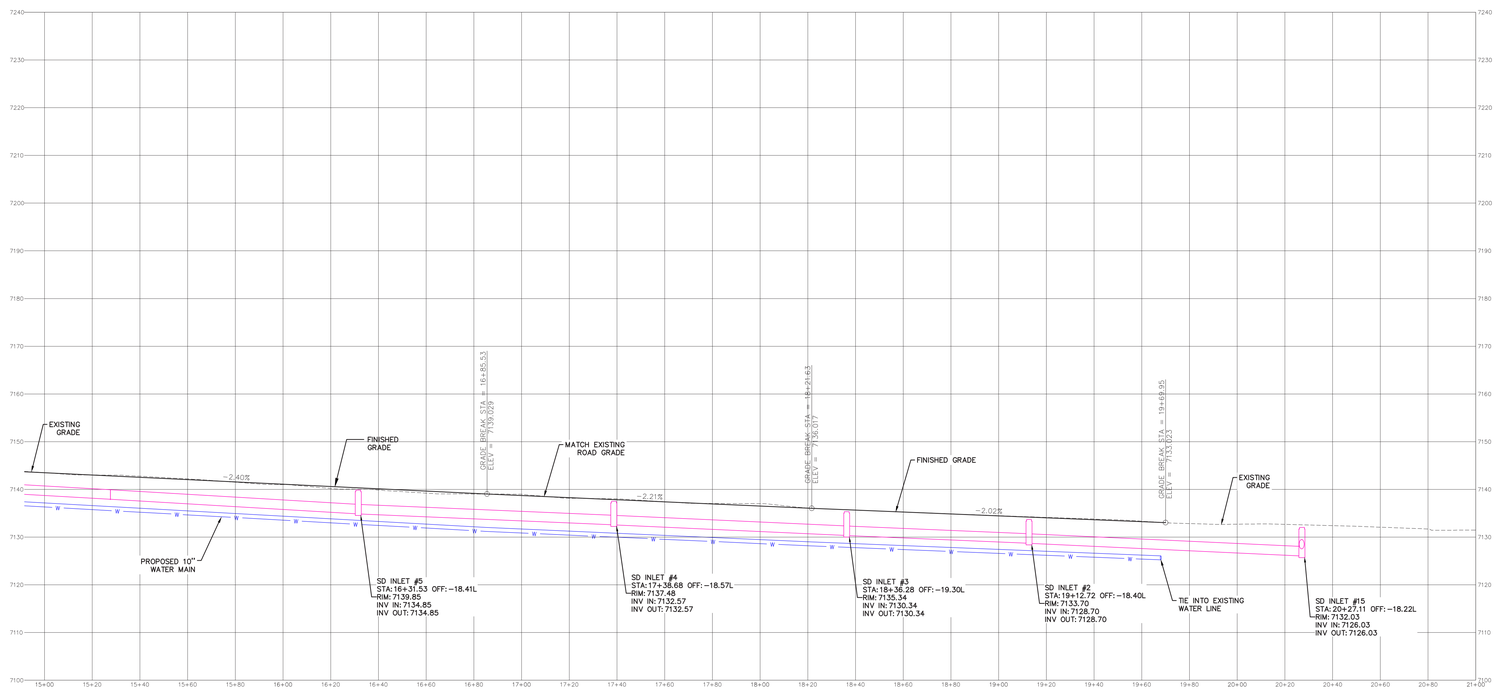
Exhibit 41: **Civil Site Plan_Deer Valley Drive East - Plan & Profile 3**

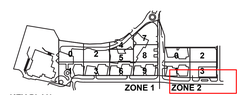


20' 0 20' 40'

DEER VALLEY DRIVE EAST – PLAN VIEW



DEER VALLEY DRIVE EAST – PROFILE VIEW



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Snow Park Village Traffic Impact Study

Prepared for:
Deer Valley

October 2024

UT24-2481

FEHR PEERS

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1. Executive Summary

This Traffic Impact Study includes the results of a comprehensive traffic operations analysis for the Snow Park Village project at Deer Valley Resort in Park City, Utah. Snow Park Village is a proposed mixed-use development that will serve as an updated base area village for Deer Valley, and includes hotel, residential, commercial, and event center uses. This report consists of the full buildout of the Snow Park base that includes the parking and development both north and south of Doe Pass Road. The project location is shown in **Figure 1**.

1.1 Site and Circulation Plan

Snow Park Village is proposed to include an event "barn", ground-floor retail - consisting of different restaurants and shops, a new hotel with food and beverage, meeting/ballroom, and spa space, multi-family condominium units, and a new ski club space. A full breakdown of land uses and relative sizing is in Section 4.2.

The current circulation and roadways will be modified to accommodate the changes to Snow Park Village. While everything north of the Y-intersection will remain the same, there will be changes inside the Deer Valley "loop" to provide better transit access, especially to and from the transit hub, improved active transportation facilities, and improved traffic flow for residents and visitors traveling by all modes.

The proposed conceptual site plan is shown in **Figure 2** and a detailed analysis of such changes is in Section 4.1. Further, the detailed circulation plan is in the appendix.

1.2 Data Location and Collection

Data was collected on Friday and Saturday of President's Day weekend 2024 (February 16-17th, 2024) for all nine study intersections, while three of the nine intersections had two additional weekends worth of data (February 9-10 through February 23-24, 2024). All data was collected to capture peak periods in both the morning (8:00 – 10:00 AM) and the evening (3:30 – 5:30 PM).

Traffic operations for these scenarios were analyzed at the following nine study intersections:

1. Deer Valley Dr West / Deer Valley Dr East
2. Amber Rd / Deer Valley Dr East
3. Solamere Dr / Deer Valley Dr East
4. Deer Valley Dr East / Queen Esther Dr
5. Deer Valley Dr East / Doe Pass Rd
6. Deer Valley Dr West / Royal St
7. Deer Valley Dr West / Doe Pass Rd
8. Mellow Mountain Rd / Deer Valley Dr
9. Deer Valley Dr / Marsac Ave

Study intersections are shown in **Figure 2**.

1.3 Analysis Scenarios

The scope of this study analyzes the traffic operations and impacts under the following scenarios:

1. Existing (2024) Conditions
2. Opening Year (2030) Background Conditions
3. Opening Year (2030) Plus Project Conditions
4. Future (2040) Background Conditions
5. Future (2040) Plus Project Conditions

The key intersections were analyzed under the five scenarios listed above during Saturday AM and PM peak-hour travel periods per Park City Transportation Impact Study (TIS) Guidelines (dated June 2023).

1.4 Study Results

In the Plus Project Conditions (2030 and 2040), seven of nine study intersections, with recommended mitigations in place, meet the Park City LOS standards. The two intersections that do not meet Park City LOS standards are Mellow Mountain Rd / Deer Valley Dr and Deer Valley Dr / Marsac Ave, both of which are failing in the PM peak hour. The Mellow Mountain Rd / Deer Valley Dr LOS E and F, under 2030 and 2040 Plus Project Conditions respectively, are a result of high volumes leaving the Resort in the PM peak hour making it hard to turn out from Mellow Mountain Road. The Deer Valley Dr / Marsac Ave roundabout fails currently and under all analyzed scenarios given high traffic volumes exiting various ski resorts and moving in and out of downtown Park City. As a result, potential mitigations at the Deer Valley Drive / Marsac Avenue roundabout were not analyzed as part of this study. However, at the time of this writing, the Utah Department of Transportation (UDOT) is conducting a traffic and safety study at the roundabout.

Furthermore, the intersections that currently operate at an LOS below Park City standards, Y intersection, Amber Rd / Deer Valley Dr East, and Deer Valley Dr East / Doe Pass Rd, achieve a LOS of D or better under 2030 and 2030 Plus Project Conditions by reconfiguring the intersection and adding signalized traffic control, establishing a new access pattern for visitors while providing safety for pedestrians and bicyclists.

1.5 Intersection Level of Service Summary

Table 1 reports LOS at the study intersections. For signalized intersections and roundabouts, average vehicular delay and LOS are reported. For unsignalized intersections, the worst movement delay and LOS are reported. Detailed descriptions of the intersection operations can be found in the subsequent chapters. Due to the land use program proposed for Snow Park Village, the net new total trips generated by the AM peak hour is 13 trips and the PM peak hour is 209 trips.

Table 1: Snow Park Village Saturday AM and PM Peak Hour Level of Service Summary

Intersection			Ex BG	2030 BG	2030+P	2040 BG	2040+P
ID	Location	Period	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]
1	Deer Valley Dr West / Deer Valley Dr East	AM	19 / C	15 / C	10 / B	20 / C	10 / B
		PM	**58 / F**	**56 / F**	35 / D	**56 / F**	36 / D
2	Amber Rd / Deer Valley Dr East	AM	9 / A	9 / A	8 / A	8 / A	8 / A
		PM	**229 / F**	**205 / F**	15 / C	**216 / F**	13 / B
3	Solamere Dr / Deer Valley Dr East	AM	11 / B	11 / B	8 / A	10 / B	8 / A
		PM	11 / B	10 / B	8 / A	10 / B	8 / A
4	Deer Valley Dr East / Queen Esther Dr	AM	11 / B	10 / B	7 / A	11 / B	7 / A
		PM	9 / A	10 / B	8 / A	9 / A	8 / A
5	Deer Valley Dr East / Doe Pass Rd	AM	**66 / F**	**72 / F**	25 / D	**74 / F**	25 / D
		PM	14 / B	14 / B	14 / B	15 / B	12 / B
6	Deer Valley Dr West / Royal St	AM	13 / B	13 / B	8 / A	14 / B	9 / A
		PM	11 / B	12 / B	9 / A	13 / B	8 / A
7	Deer Valley Dr West / Doe Pass Rd	AM	9 / A	9 / A	3 / A	9 / A	3 / A
		PM	**72 / F**	**88 / F**	28 / D	**93 / F**	31 / D
8	Mellow Mountain Rd / Deer Valley Dr	AM	17 / C	17 / C	18 / C	18 / C	20 / C
		PM	**39 / E**	**68 / F**	**40 / E**	**54 / F**	**78 / F**
9	Deer Valley Dr / Marsac Ave	AM	17 / C	17 / C	16 / C	18 / C	17 / C
		PM	**42 / E**	**61 / F**	**103 / F**	**64 / F**	**108 / F**
10	Middle Driveway (P3) / Doe Pass Rd	AM	-	-	10 / B	-	10 / B
		PM	-	-	**69 / F**	-	**72 / F**
11	East Driveway (P2) / Doe Pass Rd	AM	-	-	9 / A	-	9 / A
		PM	-	-	10 / B	-	10 / B
12	Deer Valley Dr East / North Driveway (P3)	AM	-	-	17 / C	-	17 / C
		PM	-	-	24 / C	-	23 / C
13	Deer Valley Dr East / South Driveway (P1)	AM	-	-	2 / A	-	2 / A
		PM	-	-	8 / A	-	8 / A
14	Deer Valley Dr East / Exit Ramps	AM	-	-	17 / C	-	14 / B
		PM	-	-	10 / B	-	11 / B

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

4. Side-street stop control.

Source: Fehr & Peers.

1.6 Improvements to Existing Conditions

The proposed multi-modal circulation plan has been developed in collaboration with City staff and their third-party consultants to ensure the site plan is consistent with the City's TIS Guidelines and is also an asset to the community and visitors alike. As a result of on-going circulation plan refinements, there are very few mitigations in the traditional sense since traffic performance concerns have been resolved through the iterative design process. Below is a list of those elements:

1. At the base of Snow Park Village, a fully underground and protected mobility hub will be built. This will allow for easy and safe access to ingress/egress for transit ridership as well as less congestion for the buses themselves.
2. A Shared Managed Lane (SML) will provide a travel time advantage to buses access the new underground mobility hub.
3. The Y Intersection, which is currently side-street stop controlled, will become signalized which will bring LOS within Park City standards.
4. Improvements to the geometric configurations for Queen Esther Dr and Solamere Dr which will increase LOS from a B to an A for traffic flows in and out of neighborhoods in these areas.
5. A full active transportation network will be built out to accommodate non-motor forms of transportation and increase safety, which in turn is expected to increase bike usage.
6. Deer Valley has developed a comprehensive transportation demand management plan that has been implemented and will be refined as part of the Snow Park project.
7. Day skier parking will be reduced by 20%.

Details for all the above improvements are outlined in more detail throughout the report.

2. Introduction

This study documents the potential transportation-related impacts on local traffic from the proposed Snow Park Village project. The project location is shown in **Figure 1.**

Per the Park City Transportation Impact Study Guidelines (TIS), the scope of this study analyzes the traffic operations and impacts under the following scenarios:

- Existing (2024) Conditions
- Opening Year (2030) Background Conditions
- Opening Year (2030) Plus Project Conditions
- Future (2040) Background Conditions
- Future (2040) Plus Project Conditions

Traffic operations at key intersections, described below in the Scope section, were analyzed under the five scenarios listed above during Saturday AM and PM peak-hour travel periods. The TIS Guidelines require the design day to be a typical Friday during the peak winter period. However, given the nature of ski areas operating as recreational destinations, Saturdays consistently experience the highest traffic volumes. Therefore, upon agreement with Park City to report the peak conditions within the Deer Valley loop, the Saturday conditions were analyzed for this study. The Plus Project analyses include trips generated by the proposed project.

2.1 Scope of Study

This study analyzes the traffic impacts of the project in conjunction with nearby intersections. Impacts are specifically addressed at the following study intersections:

1. Deer Valley Dr West / Deer Valley Drive East (side-street stop-controlled)
2. Amber Rd / Deer Valley Dr East (side-street stop-controlled)
3. Solamere Dr / Deer Valley Dr East (side-street stop-controlled)
4. Deer Valley Dr East / Queen Esther Dr / (side-street stop-controlled)
5. Deer Valley Dr East / Doe Pass Rd (side-street stop-controlled)
6. Deer Valley Dr West / Royal St (side-street stop-controlled)
7. Deer Valley Dr West / Doe Pass Rd (side-street stop-controlled)
8. Mellow Mountain Rd / Deer Valley Dr (side-street stop-controlled)
9. Deer Valley Dr / Marsac Ave (roundabout)

For the purposes of consistency, this report refers to two key roadways as Deer Valley Drive East (sometimes called Deer Valley Drive North) and Deer Valley Drive West (sometimes called Deer Valley Drive South).

The Park City TIS guidelines list five intersections (Park Avenue / Kearns Boulevard, Bonanza Drive / Kearns Boulevard, Comstock Drive / Kearns Boulevard, Park Avenue / Deer Valley Drive, Bonanza Drive / Deer Valley Drive) to be included in the analysis. In agreement with City staff in scoping for this study, the five intersections were not included in the analysis for this report. Rather, the traffic simulation model output and data will be provided to the City, who will evaluate the impacts of the proposed Snow Park Village on those key Park City intersections.

Study intersections are shown in **Figure 2**.



Figure 1
Project Location



Figure 2

Study Intersections

2.2 Analysis Methodology

"Level of Service" (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. **Table 2** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for unsignalized intersections. Traffic operations were modeled in Vissim, an industry-standard microsimulation traffic analysis software. Vissim results were evaluated under the *Highway Capacity Manual 7th Edition* (HCM 7), *2022*, methodology in this study to remain consistent with "state of the practice" professional standards, and with earlier iterations of this report. For signalized intersections and roundabouts, the LOS is provided for the overall intersection (weighted average of all approach delays). Park City's TIS Guidelines has an established threshold of acceptable traffic operations as LOS of D for all intersections under its control.

Table 2: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections	Roundabouts
		Avg. Delay (sec/veh)[1]	Avg. Delay (sec/veh)[2]	Avg. Delay (sec/veh)[3]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0	> 15.0 to 25.0
D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst approach LOS and delay (seconds/vehicle) only.
3. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 7th Edition*.

3. Existing (2024) Background Conditions

The Existing (2024) Background Conditions analysis examines the study intersections and roadways during the Saturday AM and PM peak-hours under existing traffic and geometric conditions. The existing conditions analyses were performed using traffic data collected in February 2024. Through this analysis, existing traffic operational deficiencies can be identified, and potential mitigation measures recommended.

3.1 Roadway System

The primary roadways that will provide access to the project, and their existing configurations, are described below.

- **Deer Valley Drive (SR-224)** is a state-owned (Utah Department of Transportation, "UDOT") and managed facility that is classified as a principal arterial road and has a posted speed limit of 35 mph from Park Avenue to about halfway between Bonanza Drive and Marsac Avenue, and 40 mph to the Marsac Avenue roundabout. SR-224 has a five-lane cross section with two travel lanes in each direction with a two-way left-turn lane north of the Marsac Avenue roundabout.
- **Marsac Avenue (SR-224)** is also a UDOT facility and is classified as a principal arterial road and has a posted speed limit of 25 mph. Marsac Avenue has a two-lane cross section with one travel lane in each direction near the project area.
- **Deer Valley Drive West** is classified as a major collector road and has a posted speed limit of 25 mph. Deer Valley Drive West has a two-lane cross section with one travel lane in each direction near the project area.
- **Deer Valley Drive East** is the "loop" section of Deer Valley Drive and is classified as a collector road. It has a posted speed limit of 25 mph. Deer Valley Drive East has a two-lane cross section with one travel lane in each direction.
- **Queen Esther Drive** is classified as a collector road and has a posted speed limit of 25 mph. Queen Esther Drive has a two-lane cross section with one unstriped travel lane in each direction near the project area.
- **Solamere Drive** is classified as a collector road and has a posted speed limit of 25 mph. Solamere Drive has a two-lane cross section, with one travel lane in each direction and a landscaped median near the project area.
- **Doe Pass Road** is classified as a collector road and has a posted speed limit of 25 mph. Doe Pass Road has a two-lane cross section with one unstriped travel lane in each direction near the project area.

- **Mellow Mountain Road** is classified as a collector road and has a posted speed limit of 25 mph. Mellow Mountain Road has a two-lane cross section with one unstriped travel lane in each direction near the project area.
- **Amber Road** is classified as a collector road and has a posted speed limit of 25 mph. Mellow Mountain Road has a two-lane cross section with one unstriped travel lane in each direction near the project area.

3.2 Traffic Volumes

Intersection turning movement counts were collected at the following intersections to establish a baseline of existing conditions and operations for this study's original scope of work:

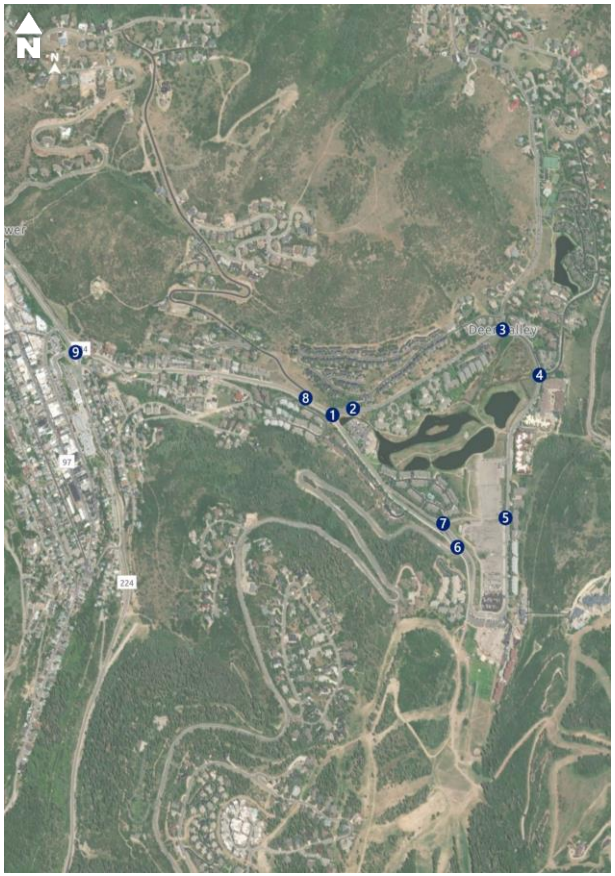
1. Deer Valley Dr West / Deer Valley Dr East
2. Deer Valley Dr West / Royal St
3. Deer Valley Dr East / Doe Pass Rd
4. Amber Rd / Deer Valley Dr East
5. Solamere Dr / Deer Valley Dr East
6. Deer Valley Dr East / Queen Esther Dr
7. Deer Valley Dr West / Doe Pass Rd
8. Mellow Mountain Rd / Deer Valley Dr
9. Deer Valley Dr / Marsac Ave

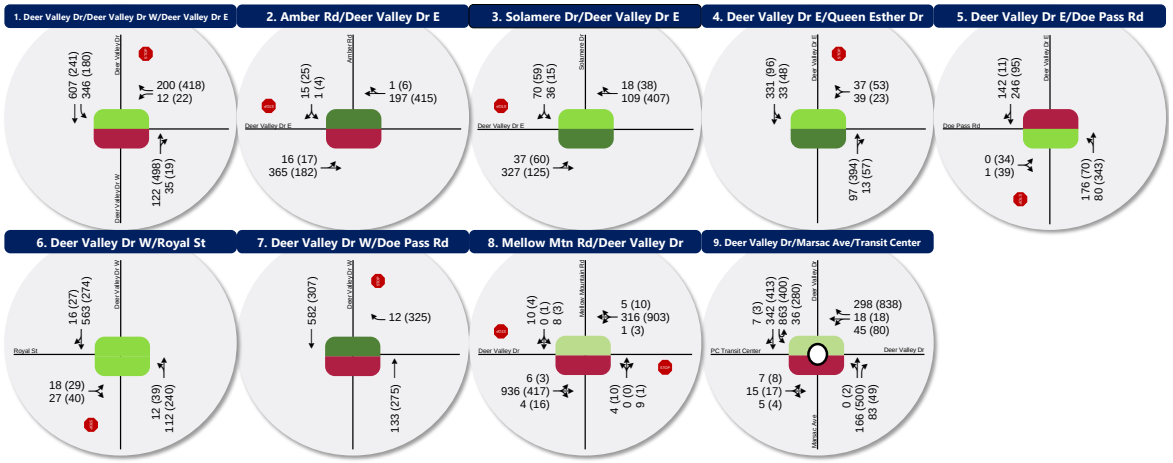
For the first three intersections (Deer Valley Dr West / Deer Valley Dr East, Deer Valley Dr West / Royal St, and Deer Valley Dr East / Doe Pass Rd) turning movement counts were collected for three consecutive Fridays and Saturdays from February 9th - 10th through February 23rd - 24th in 2024. Three weekends were collected at these intersections given their importance to the flow of traffic into Deer Valley's Snow Park. These dates also include President's Day weekend (Friday the 16th and Saturday the 17th) which is the weekend for which turning movement counts were collected at the remaining six intersections. All data was collected to capture peak periods in both the morning (8:00 – 10:00 AM) and the evening (3:30 – 5:30 PM) to align with the Park City TIS Guidelines. The Deer Valley resort chairlift hours are 9:00 AM to 4:30 PM; therefore, the data collection hours capture the arrival and departure peak times.

Volumes used for the existing conditions were derived from focusing on the "Y" intersection (Deer Valley Dr West / Deer Valley Dr East) given that it is the key controlling intersection into Deer Valley Resort. The "Y" intersection showed that for the three pairs of Fridays and Saturdays that were counted, Saturdays showed more overall traffic, with 15% and 18% more traffic during the AM and PM peak periods, respectively. Thus, Saturday counts (February 17th and an average of the three Saturdays' volumes for the three intersections with multiple weekends worth of counts) were used as existing traffic volumes for the analysis presented in this study. An average of the three Saturdays was taken for the three intersections to provide a realistic picture of existing conditions.

While it is highly unusual to analyze operations during absolute peak conditions, due to the risk of over-building infrastructure and exaggerating typical issues, this was the request of the City.

The existing 2024 background Saturday AM (8:00–9:00 AM) and PM (3:45-4:45 PM) peak hour volumes are shown in **Figure 3**. Additionally, existing 2024 background Saturday AM and PM peak hour 95th percentile queue lengths at key controlling intersections are shown in **Figure 4**.





LEGEND

Stop Sign Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 3

Existing 2024 Background Saturday AM & PM Peak Hour Traffic Conditions



AM Peak Hour



PM Peak Hour

Figure 4

3.3 Existing Model Calibration

As mentioned previously, Vissim, a microsimulation traffic analysis software, was used to model traffic conditions and analyze traffic operations. It is important that the microsimulation models be properly calibrated to existing conditions. A calibrated existing conditions model provides analysts with more confidence that projected 'plus project' conditions are valid. For this study, the following metrics were evaluated for calibration:

- Volumes served at the study intersections
- Intersection LOS and delays
- Visual queueing and congestion compared to observed conditions

Detailed calibration metrics are described in the attached *Existing Conditions Model Calibration Memo*.

3.4 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, the existing background Saturday AM and PM peak hour LOS were computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hours are reported in **Table 3** (see Appendix for the detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed Snow Park Village development.

Table 3: Existing 2024 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Dr West / Deer Valley Dr East	AM	SSSC[4]	WB Left	19	C	-	-
		PM		NB Thru	**58**	**F**	-	-
2	Amber Rd / Deer Valley Dr East	AM	SSSC	SB Right	9	A	-	-
		PM		WB Thru	**229**	**F**	-	-
3	Solamere Dr / Deer Valley Dr East	AM	SSSC	SB Left	11	B	-	-
		PM		SB Left	11	B	-	-
4	Deer Valley Dr East / Queen Esther Dr	AM	SSSC	WB Left	11	B	-	-
		PM		WB Left	9	A	-	-
5	Deer Valley Dr East / Doe Pass Rd	AM	SSSC	NB Left	**66**	**F**	-	-
		PM		EB Left	14	B	-	-
6	Deer Valley Dr West / Royal St	AM	SSSC	EB Left	13	B	-	-
		PM		EB Left	11	B	-	-
7	Deer Valley Dr West / Doe Pass Rd	AM	SSSC	WB Right	9	A	-	-
		PM		WB Right	**72**	**F**	-	-
8	Mellow Mountain Rd / Deer Valley Dr	AM	SSSC	NB Left	17	C	-	-
		PM		SB Left	**39**	**E**	-	-
9	Deer Valley Dr / Marsac Ave	AM	Roundabout	-	-	-	17	C
		PM		-	-	-	**42**	**E**

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 3**, 6 of the 9 study intersections currently operate worse than the established LOS D threshold. These include:

- Deer Valley Drive West / Deer Valley Drive East: LOS F in the PM peak hour (498 northbound through vehicles)
    - This is caused by a slow rolling queue of vehicles from the Marsac roundabout that extends past the Y-intersection, causing delays at the northbound and westbound approach. It was observed that when this happens, vehicles on the free-flow northbound approach allow for

vehicles on the stop-controlled westbound approach to make a turn. While the stop-controlled westbound approach experiences delays and operates at LOS E, the northbound approach experiences the most delays at this intersection.

- Amber Road / Deer Valley Drive East: LOS F in the PM peak hour (415 westbound through vehicles)
    - This is caused by congestion at the Y-intersection which spills back past Amber Road. This queueing makes it difficult for vehicles to find space to go westbound through.
- Deer Valley Drive East / Doe Pass Road: LOS F in the AM peak hour (176 northbound left vehicles)
    - This is caused by the high volumes of vehicles entering the parking lots from both NB Left and SB Right, the latter of which gets priority which causes a queuing of NB Left vehicles.
- Deer Valley Dr West / Doe Pass Rd: LOS F in the PM peak hour (325 westbound right vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Rd. This queueing makes it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Mellow Mountain Rd / Deer Valley Dr: LOS E in the PM peak hour (3 southbound left vehicles)
    - This is caused by the queues between the Marsac roundabout and the Y-intersection, making it difficult for vehicles to find a gap and turn left onto Deer Valley Drive.
- Deer Valley Drive / Marsac Ave: LOS E in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.

3.5 Queue Analysis

Using Vissim simulation software provided in the Introduction, the existing background Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50th and 95th percentiles (see Appendix for the detailed Queue report) as required by the Park City TIS guidelines.

For the nine study intersections analyzed under existing background conditions, the following movements experienced 95th percentile queue lengths that exceeded their respective storage:

- Deer Valley Drive West / Deer Valley Drive East: The 95th percentile queues of the westbound stop-controlled left turn and right turn movements were both recorded as 258 feet in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection (located 175 feet from this intersection) on Deer Valley Drive East. In the northbound direction, through and right turn movements were recorded as 1,690 feet versus 1,600 feet of storage. These queues spill back towards the intersection of Deer Valley Dr West / Doe Pass Rd.

- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 409 feet in the PM peak hour versus 200 feet of storage.
- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 300 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.

It should also be noted that although the queues did not exceed storage length, the northbound approach on the Deer Valley Drive / Marsac Avenue roundabout experienced significant queues (over 1,300 feet), correlating with the delays experienced at the intersection. Also, although the 95th percentile queues did not exceed storage length, the westbound approach on the Amber Road / Deer Valley Drive East intersection experienced significant queues (over 1,500 feet), and the queues were observed in the model to extend past Solamere Drive occasionally.

3.6 Proposed Mitigations

The concept plan for Snow Park Village includes the signalization of the Deer Valley Drive West / Deer Valley Drive East intersection, which will mitigate the westbound LOS at this intersection. The technical warrants for the need for this signal exists today, regardless of any changes to the greater Snow Park area. This signalization will also mitigate the queue spillback into the Amber Road / Deer Valley Drive East intersection. Also, Doe Pass Road will be significantly redeveloped with the proposed Village. Therefore, no mitigations are recommended for the Deer Valley Drive West / Deer Valley Drive East, Amber Road / Deer Valley Drive East, and Deer Valley Drive East / Doe Pass Road intersections.

3.7 Main Arterial Roadway Analysis

To assess the traffic patterns on the main roadways (SR-224 and SR-248) feeding Deer Valley Resort, roadway volumes from the Utah Department of Transportation (UDOT) Continuous Count Stations (CCSs) were analyzed. Bi-directional, daily volumes on SR-224 just north of Canyon Resort Road (CCS #605) and SR-248 just south of Round Valley Drive (CCS #606) were used to observe patterns for three years' worth of data (2021-2024) during the winter months (November through March). The CCS data had several days of both high and low outliers, which were identified using the Interquartile Range methodology and subsequently removed. The collected and statistically valid data shows that both SR-224 and SR-248 experience slight increases in traffic volumes of 1.6% and 0.3%, respectively. These increases in traffic volumes are seen in **Figure 5** and **Figure 6**, respectively. Additionally, when aggregating volumes across the two roadways, the aggregated rate over the last three years during winter months was 0.9%.

Figure 5: SR-224 Winter Season Daily Vehicular Flow

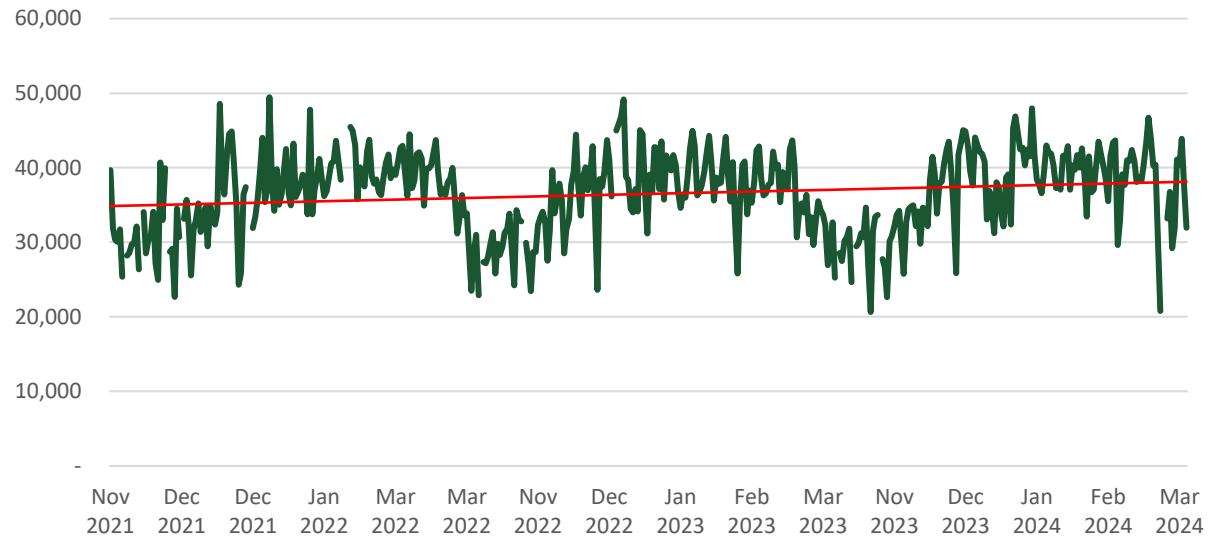
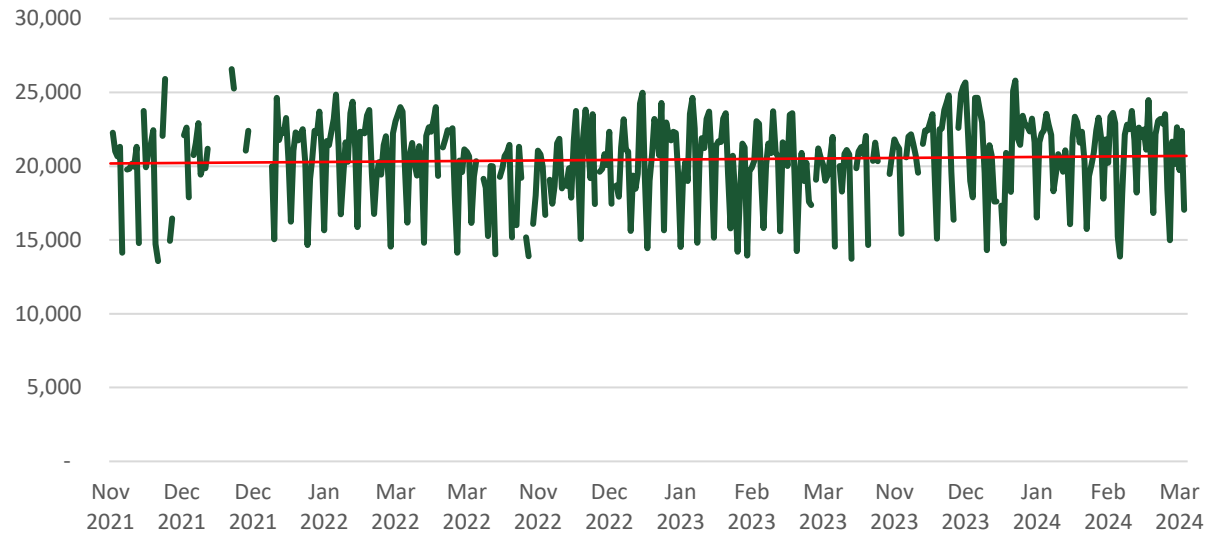


Figure 6: SR-248 Winter Season Daily Vehicular Flow



3.8 Vehicle Occupancy Data

In addition to traffic counts and CCS Volumes, Fehr & Peers collected vehicle occupancy counts for AM peak-period (inbound) traffic for the Deer Valley Resort. Vehicle occupancy counts were collected for President's Day Weekend (Friday, February 16th, 2024, and Saturday, February 17th, 2024) at both the parking area and the drop-off area.

Table 4 presents a summary of vehicle occupancy data, calculated from data collected during the two days listed above. As shown, the average vehicle occupancy for Snow Park Village was observed to be 1.6 occupants/vehicle on Friday (weighted average) and 1.9 occupants/vehicle on Saturday (weighted average). The percentage of single-occupancy vehicles was observed to be 58% on Friday and 48% on Saturday. Vehicle occupancy is a useful metric to have available for baseline conditions, as it can be used in evaluating how future implementation of potential transportation demand management (TDM) strategies and broader transit network improvements could impact travel behavior.

Table 4: Snow Park Vehicle Occupancy Summary

Time Period	Total Vehicle Count	Average Occupancy	Single Occupant Vehicles	Percent Single Occupant Vehicles
Friday, February 16, 2024				
7:45 – 8:00	123	1.27	96	78%
8:00 – 8:15	127	1.68	70	55%
8:15 – 8:30	134	1.64	72	53%
8:30 – 8:45	131	1.66	71	54%
8:45 – 9:00	101	1.69	57	56%
9:00 – 9:15	116	1.69	67	58%
9:15 – 9:30	98	1.63	51	52%
9:30 – 9:45	80	1.75	34	43%
Sum	**910**	**-**	**518**	**-**
Weighted Average	**-**	**1.62**	**-**	**58%**
Saturday, February 17, 2024				
7:45 – 8:00	135	1.91	64	47%
8:00 – 8:15	122	1.74	67	55%
8:15 – 8:30	125	2.00	57	46%
8:30 – 8:45	72	1.86	38	53%
8:45 – 9:00	93	1.95	47	51%
9:00 – 9:15	54	1.81	22	41%
9:15 – 9:30	48	2.00	19	40%
9:30 – 9:45	33	2.06	11	33%
Sum	**682**	**-**	**325**	**-**
Weighted Average	**-**	**1.90**	**-**	**48%**

Source: Fehr & Peers.

4. Project Conditions

The Project conditions analysis evaluates the type and intensity of the proposed development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction. Additionally, the Snow Park project includes many proposed updates to the roadway network around the Loop.

4.1 Project Description

The first phase of the proposed Snow Park Village development will be located on the south parcel of the Deer Valley Resort. The parcel is currently surface parking lots for Deer Valley. Deer Valley Resort is in a cul-de-sac type of location, and all trips will access the development through the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersections. As a reminder, this traffic impact report accounts for all future development of the current surface parking lots.

4.1.1 Site Access and Circulation

The Snow Park Village proposal includes mitigations at key intersections to provide better transit access, especially at the transit hub, and improve the traffic flow for visitors traveling by all modes. This circulation plan includes a seasonal one-way Shared Mobility Lane (SML), which prioritizes transit. It will function in a counterclockwise manner. During the summer months, the SML will be open exclusively to bicycle traffic. Management and enforcement, year-round, will be a City responsibility. A conceptual site plan, showing driveway locations and conceptual roadway configurations is shown in **Figure 7** and the full circulation plan is in Appendix A.

Deer Valley Drive West will be reconfigured to include a roundabout at the intersection of Doe Pass Rd and Deer Valley Dr West to ease traffic flows either to parking garages located on Doe Pass Rd, skier drop-off and transit operations at the south end of the loop (below grade), or out of the Resort. To improve pedestrian and bicycle connections, a continuous multiuse path will be constructed along the east and west curbs to connect Snow Park Village to multimodal facilities along Deer Valley Drive and the broader Park City active transportation network.

Doe Pass Road will be reconfigured to provide access to the parking structure. Doe Pass Road will include two-way general traffic lanes to allow for the movement of public and private vehicles. An additional lane in the eastbound direction will be added, ending at a three-way stop intersection with separate right and left turn lanes upon meeting Deer Valley Dr East. A continuous sidewalk will be provided on the south side of Doe Pass Road, which will be connected to the multiuse path along the west curb of Deer Valley Drive West by crossings. Four parking accesses, to levels P2 and P3, will be provided on Doe Pass Road with three on the south side and one on the north. The parking structure will have internal ramping to allow access between P2 and P3.

Deer Valley Drive East Two general traffic lanes and a center turning lane will be provided on Deer Valley Dr East. A continuous multiuse path will be provided along the west side, which connects to other similar facilities around the Deer Valley Dr loop. Deer Valley Dr East will act as the primary route by which day-skiers depart Snow Park Village, which will be supported by the reconfiguration of the Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West intersection and through intuitive, real-time wayfinding. North of its intersection with Doe Pass Rd, Deer Valley Dr East will provide access to P3 parking level, which will primarily serve day skiers and Event Barn parking. While south of the intersection with Doe Pass Rd, Deer Valley Dr East will provide access to P1 parking level, which will serve the residential parking and additional day skier parking. Driveways to these parking levels will be similarly managed through parking technology and Deer Valley staff, if needed, during periods of peak demand. South of the access to the P1 parking level, there is a driveway exit for the passenger vehicle pick-up/drop-off and transit hub tunnel. The tunnel exit will be stop-controlled, allowing free flow movement for traffic along Deer Valley Drive East. At its southern terminus, Deer Valley Dr East will be reconfigured into a turnaround drop-off area for ski school attendees and ski club members. This drop-off area will be managed by staff, particularly at peak drop-off and pick-up periods with Deer Valley staff directing traffic to ensure smooth operations and safe conditions for users.

Source: Skylab Architecture

Figure 7
Conceptual Site Plan

4.2 Trip Generation

Trip generation for the proposed Snow Park Village was estimated using a combination of locally-measured trip generation rates and nationally published data from the 2021 *Institute of Transportation Engineers – 11th Edition Trip Generation Manual* (ITE Manual). The 2021 11th Edition has been substantially upgraded from the 2017 10th Edition, containing new land use categories, removing outdated data points, and providing updated pass-by trip percentages. This is the most recent manual; use thereof is consistent with the TIS Guidelines.

Adjustments to the gross trip generation estimates were made to account for the project's complementary land uses (i.e., internal trip making) and availability of transit (i.e., ITE trip rates assume no or very modest levels of adjacent transit service). These reductions were further informed by inputs from the Summit County Travel Demand Model to better tailor results to local travel behavior.

Snow Park Village is proposed to include the following land uses (taken from the land use program dated May 2024):

- 100 multifamily housing units
- 120 hotel rooms with:
    - *8,000 square feet of food and beverage space*
    - *8,000 square feet of meeting/ballroom space*
    - *8,000 square feet of spa space*
- 30,000 square feet of commercial/retail space
- *15,000 square feet of event center space*
- *15,000 square feet of ski club space*

It should be noted that the above land uses are not believed to be the primary traffic generators; rather, the ski resort will be the primary generator of traffic, and the supporting land uses serve as accessories to the resort. The current traffic accessing the ski resort were assumed to cover the trip generation for the ski resort and the supporting land uses independent of the Snow Park Village proposal. The food and beverage, meeting/ballroom, and spa are considered to be supporting land uses for the hotel guests. Assuming that the trips generated for the hotel include trips for these support land uses, generated trips were not estimated for the food & beverage, meeting space/ballroom, and spa.

Table 5 presents the Saturday daily, AM peak-hour, and PM peak-hour trip generation estimates for the entirety of the proposed Snow Park Village Project on both parcels north and south of Doe Pass Road.

4.2.1 Resort Hotel Trip Generation Rates

Trip generation estimates for the hotel use included in the Snow Park Village proposal are based on observed trip generation rates recorded during the development of the 2018 Canyons Village Transportation Master Plan. The trip generation rates were observed and recorded at the Grand Summit, Hyatt Centric, and Sunrise Lodge hotels located at the Canyons Ski Resort on Saturday, February 17, 2018.

Use of this data is preferable to ITE data because the hotels included in the manual are generally not situated adjacent to ski areas and therefore do not represent the specific travel behaviors seen at hotels near ski resorts.

As mentioned previously, the food & beverage, meeting space/ballroom, and spa were considered to be supporting land uses for the hotel guests. The hotels mentioned above that trips were collected for include these types of supporting land uses. Therefore, it can be reasoned that the trip generation rates measured at those facilities and utilized in this study consider the effects of those uses, and thus those uses do not need to be considered separately.

4.2.2 Event Barn Trip Generation Rates

Trip generation estimates for the Event Barn were derived from the base assumption of the barn being used for evening events (4:30 PM start) with a maximum of 250 event attendees. Through a series of reasonably conservative travel mode and average vehicle occupancy assumptions, a daily total of inbound and outbound trips was generated. For analysis purposes, it is assumed that all event guests not already staying at Snow Park Village will arrive to the Event Barn within the one-hour prior to the event's assumed 4:30 PM start time. Event Barn travel estimates were derived from the following assumptions based on similar facilities along with information provided by Deer Valley event managers and program team:

- 50% of guests arrive via private vehicles with an average vehicle occupancy of 1.4
- 25% of guests stay at Snow Park Village and do not generate new trips into the Village on the day of event during PM peak hour (i.e., they are already present, or their travel is captured by the hotel trip generation).
- 15% of guests stay in Park City and utilize shuttles with an assumed 35-person occupancy
- 10% of guests stay in Park City and use transport network companies (Uber/Lyft) with an average vehicle occupancy of 1.4 persons

Assuming that all guests are traveling outbound in the same way they traveled into Snow Park Village, the same number of daily inbound trips were used for the number of outbound trips generated from the Event Barn.

4.2.3 Retail Trip Generation Rates

Trip generation estimates for retail were derived from the ITE Manual's rates for a Strip Retail Plaza (822) given the large sample size of studies. These rates were paired with the assumption that 67% of daily trips would be generated from pass-by skiers (i.e., a group of skiers or non-skiing group stopping for a coffee or to shop for an item en route to/from the lifts). The assumption aligns with the understanding that most trips to Snow Park Village will be made by those who are there to ski, and complementary uses are a secondary priority. Therefore, double counting of trips would occur without the assumed 67% internalization. The amount of retail internalization is expected to be much less during the AM peak hour (as skiers are eager to access ski lifts), and also somewhat less during the PM peak hour due to greater desire to depart the resort.



4.2.4 Assumed Mode Shift

To avoid double-counting potential reductions, the trip generation estimates in this memorandum rely on assumptions from boarding/alighting data from the resort and the reductions in day skier parking. These reductions, which are shown in the columns titled "% Walk/Bike" and "% Transit," are applied to housing and retail proposed land uses. Hotel and the Event Barn were omitted from a reduction due to mode choice given the nature of the types of trips they generate, on which motorized transit is relied on.

4.2.5 Reduction in Vehicle Trips due to Reduction in Day Skier / Staff Parking

In an agreement with the City, Deer Valley Resort has agreed to a 20% reduction in the number of day skier/staff parking stalls available in the new parking layout. This 20% reduction equates to 340 fewer stalls than currently exists.

4.2.6 Trip Internalization

The residential, hotel, and Event Barn uses are expected to be destinations unto themselves that will generate a measurable number of peak-hour vehicle trips. Table 5 indicates that one-quarter of hotel and multi-family housing trips are expected to remain internal to the project, consisting of walk trips to/from the adjacent retail uses. Those uses will include a variety of dining options, smaller retail shops, and other food & beverage destinations. While the retail uses will likely attract some external new trips, such travel is likely to be infrequent particularly during peak ski days when parking may be challenging to secure and there are many other intervening opportunities further to the north in Park City.

4.2.7 Assumed Trip Rates for Day Skiers and Ski Club Members

The trip generation rate per day-user skier vehicle parking space was estimated using the existing traffic volumes collected in February 2024. Since there is not presently any member-only parking spaces at the resort, it was not possible to measure trip rates at them. Alternatively, an approach relying on supply/demand, and likely travel behaviors was followed.

According to **Table 5**, Deer Valley Club parking spaces are expected to have lower (by about one-third) trip rates per space than the general day-user skier parking spaces. This is intentional, with the rationale as follows. It is likely that some day-user skier parking spaces may experience a second vehicle parked in the late afternoon for purposes of shopping, a meal, visitation, or other purposes. This is not expected for the Deer Valley Club parking spaces because there will be a limited number of members and parking for the general public is not allowed. Thus, the daily trip rate per space for the ski club member spaces is lower than for the general day-use spaces. Trip rates per space during the AM and PM peak hours are also expected to be lower for Deer Valley Club parking because members will be virtually guaranteed a parking space (based on the ratio of members to parking spaces) and therefore not need to arrive early to ensure a parking space. The AM and PM day use skier trip rates per space assume this behavior continues.



Table 5: Snow Park Village Trip Generation

Land Use[1, 2]	Number of New Units	Unit Type	Rate[2]	Gross Daily Trips	Percent Internal to Retail[3]	% Retail Trips from Pass-by Skiers[4]	Retail Internal Capture	Gross Daily Trips with Internal Capture	% Entering	% Exiting	% Walk/Bike[5]	% Transit[5]	Trips Entering	Trips Exiting	New Daily Trips
(220) - Multifamily Housing (Low-Rise)	100	Dwelling Unit	4.55	455	25%	n/a	-114	341	50%	50%	3.0%	5.0%	157	157	**314**
(822) Strip Retail Plaza	30	1000 sq. ft.	54.45	1,634		67%	-1,396	237	50%	50%	3.0%	5.0%	110	110	**220**
Resort Hotel	120	Rooms	6.27	752	25%	n/a	-188	564	50%	50%			283	283	**566**
Event Center (Afternoon/Evening Event)	250	Attendees	-	254	0%	n/a	0	254	50%	50%	-	-	127	127	**254**
Deer Valley Club Parking	250	Stalls	2.00	500		n/a	0	500	50%	50%	-	-	250	250	**500**
Net Reduction in Day Skier / Staff Parking	-340	Stalls	3.00	-1,020		n/a	0	-1,020	50%	50%	-	-	-510	-510	**-1,020**
Net Saturday Daily Trips				**2,575**			**-1,698**	**877**					**417**	**417**	**834**

Land Use[1]	Number of New Units	Unit Type	Rate[2]	Gross AM Peak Hour Trips	Percent Internal to Retail[3]	% Retail Trips from Pass-by Skiers[4]	Retail Internal Capture	Gross AM Peak Hour Trips with Internal Capture	% Entering	% Exiting	% Walk/Bike[5]	% Transit[5]	Trips Entering	Trips Exiting	New AM Peak Hour Trips
(220) - Multifamily Housing (Low-Rise)	100	Dwelling Unit	0.40	40	25%	n/a	-10	30	24%	76%	3.0%	5.0%	7	21	**28**
(822) Strip Retail Plaza	30	1000 sq. ft.	2.36	71		20%	-36	34	60%	40%	3.0%	5.0%	19	13	**32**
Resort Hotel	120	Rooms	0.41	49	25%	n/a	-12	37	72%	28%			27	11	**38**
Event Center (Afternoon/Evening Event)	250	Attendees	-	0	0%	n/a	0	0	-	-	-	-	0	0	**0**
Deer Valley Club Parking	250	Stalls	0.33	82		n/a	0	82	100%	0%	-	-	82	0	**82**
Net Reduction in Day Skier / Staff Parking	-340	Stalls	0.49	-167		n/a	0	-167	100%	0%	-	-	-167	0	**-167**
Net Saturday AM Peak Hour Trips				**75**		n/a	**-59**	**17**					**-32**	**45**	**13**

Land Use[1]	Number of New Units	Unit Type	Rate[2]	Gross PM Peak Hour Trips	Percent Internal to Retail[3]	% Retail Trips from Pass-by Skiers[4]	Retail Internal Capture	Gross PM Peak Hour Trips with Internal Capture	% Entering	% Exiting	% Walk/Bike[5]	% Transit[5]	Trips Entering	Trips Exiting	New PM Peak Hour Trips
(220) - Multifamily Housing (Low-Rise)	100	Dwelling Unit	0.51	51	25%	n/a	-13	38	63%	37%	3.0%	5.0%	23	14	**37**
(822) Strip Retail Plaza	30	1000 sq. ft.	6.59	198		50%	-133	65	50%	50%	3.0%	5.0%	30	30	**60**
Resort Hotel	120	Rooms	0.70	84	25%	n/a	-21	63	43%	57%			28	36	**64**
Event Center (Afternoon/Evening Event)	250	Attendees	-	96	0%	n/a	0	96	81%	19%	-	-	78	19	**97**
Deer Valley Club Parking	250	Stalls	0.19	47		n/a	0	47	0%	100%	-	-	0	47	**47**
Net Reduction in Day Skier / Staff Parking	-340	Stalls	0.28	-95		n/a	0	-95	0%	100%	-	-	0	-96	**-96**
Net Saturday PM Peak Hour Trips				**380**		n/a	**-166**	**214**					**159**	**50**	**209**

Notes:

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 11th Edition Trip Generation Manual (ITE Manual), 2021.
2. Hotel rates derived from data collected on Saturday, February 17, 2018, for the Canyons Village Management Association Transportation Master Plan. Event Center was estimated based on an evening event with 250 attendees and mode-split assumptions and actual event observations. Day skier trips estimated from existing vehicles and AM and PM peak period characteristics. Refer to report text for details on derivation of trip rates for custom land use trip generation applications.
3. Represents the proportion of condo or hotel trips that are internalized with retail uses.
4. This represents the percentage of retail trips that are comprised by individuals (e.g., skiers, employees, visitors, etc.) who visit the store en route to chair lifts, returning to vehicle after skiing, etc.
5. Percentage of trips that shift to walking, biking, or transit based on existing ridership levels, transit service quality, MXD+ estimates of external walk/bike trips. Note that adjustments not applied for custom estimated uses including resort hotel (non-auto travel already built into trip rates), event center (custom approach taken), and Deer Valley Club Parking (vehicle trips by definition).

Source: Fehr & Peers, 2024.

4.3 Trip Distribution and Assignment

Project traffic was assigned to the roadway network based on the proximity to major streets and highways, population densities, and local and regional attractions. Existing travel patterns revealed in the Continuous Count Station (CCS) data collection from UDOT and observed during data collection also provided helpful guidance to establish these distribution percentages, especially close to the site.

The CCS data from UDOT informed the distribution of trips arriving via SR-224 and SR-248. Closer to the project site, traffic counts informed the distribution of trips arriving via Marsac Avenue and Deer Valley Drive. Overall, the project-generated trips were distributed to and from these directions in the Existing analysis, in the corresponding percentages:

- 50% North (using SR-224)
- 30% East (using SR-248 via Bonanza Drive)
- 10% West (using any of the accesses along Deer Valley Drive between Bonanza and Marsac)
- 10% South (using Marsac Avenue)

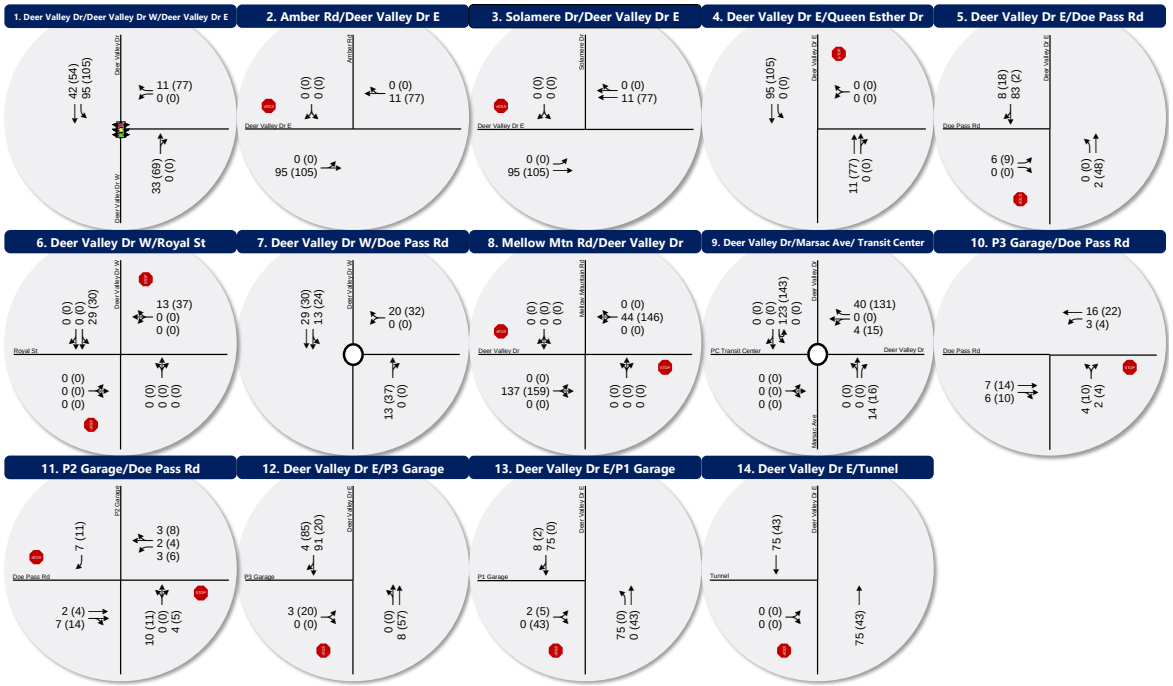
The distribution and assignment of new, project-generated trips reflects the assumption that residents and guests of Snow Park Village's hotel and residential uses are more likely to travel to and from Old Town for dining, shopping, or entertainment purposes.

These trip distribution assumptions were used to distribute project-generated traffic to the study area intersections and are shown in **Figure 8**.

Internal to the project site, the trip distribution at the Deer Valley Drive West / Deer Valley Drive East intersection was not modified significantly. This was assumed to account for the historical use patterns and direct routes to the parking garages. For example, those wishing to make a right turn into the day-skier parking area under the new gondola will highly likely take Deer Valley Drive West, take the roundabout to Doe Pass then a quick right turn into the garage. The same traffic distribution pattern will hold true with the new one-way passenger drop-off area as shown in the circulation plan. This plan results in traffic splits similar to existing conditions at the Deer Valley Drive West / Deer Valley Drive East intersection as follows:

- Inbound traffic in the AM was distributed as follows:
    - Roughly 35% on Deer Valley Drive East
    - Roughly 65% on Deer Valley Drive West
- Outbound traffic in the PM was distributed as follows:
    - Roughly 45% on Deer Valley Drive East
    - Roughly 55% on Deer Valley Drive West





LEGEND

Stop Sign — Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 8

Saturday AM & PM Peak Hour Trip Generation and Distribution

5. Opening Year (2030) Background Conditions

The purpose of the Opening Year (2030) Background Conditions analysis is to evaluate the study intersections during peak travel periods of the day under projected 2030 traffic volumes, when the development is projected to open. This analysis provides a baseline condition for the year 2030, which can be used to determine future Project impacts.

5.1 Traffic Volumes

Traffic volumes for 2030 were estimated using traffic counts and forecasted volumes from the Summit/Wasatch Travel Demand Model (March 2024 Version) for 2030. This is a regional forecasting model developed with UDOT support to help plan for major infrastructure in the Wasatch Back region. The Summit/Wasatch Travel Demand Model shows a lower annual growth rate in the future by accounting for a higher mode split for non-drive alone modes of transportation – higher usage of transit, walking, and biking than previous versions of travel demand models. The following annual growth rates were used on the following roadways to project 2030 background volumes as shown in **Figure 9**.

- 0.12% north of the Marsac Ave Roundabout
- 0.12% between Bonanza and the "Y" intersection
- 0.08% within Deer Valley Loop (Deer Valley Drive East, Deer Valley Drive West, and Doe Pass Road)
- 0.12% on Marsac Ave
- 0.33% on Royal Street

5.2 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, the opening year 2030 background Saturday peak hour LOS was computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hour are reported **Table 6** (see Appendix for the detailed LOS report).

Table 6: Opening Year 2030 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Dr West / Deer Valley Dr East	AM	SSSC[4]	WB Left	15	C	-	-
		PM		NB Thru	**56**	**F**	-	-
2	Amber Rd / Deer Valley Dr East	AM	SSSC	SB Left	9	A	-	-
		PM		WB Right	**205**	**F**	-	-
3	Solamere Dr / Deer Valley Dr East	AM	SSSC	SB Left	11	B	-	-
		PM		SB Left	10	B	-	-
4	Deer Valley Dr East / Queen Esther Dr	AM	SSSC	WB Left	10	B	-	-
		PM		WB Left	10	B	-	-
5	Deer Valley Dr East / Doe Pass Rd	AM	SSSC	NB Left	**72**	**F**	-	-
		PM		EB Left	14	B	-	-
6	Deer Valley Dr West / Royal St	AM	SSSC	EB Left	13	B	-	-
		PM		EB Left	12	B	-	-
7	Deer Valley Dr West / Doe Pass Rd	AM	SSSC	WB Right	9	A	-	-
		PM		WB Right	**88**	**F**	-	-
8	Mellow Mountain Rd / Deer Valley Dr	AM	SSSC	SB Left	17	C	-	-
		PM		SB Left	**68**	**F**	-	-
9	Deer Valley Dr / Marsac Ave	AM	Roundabout	-	-	-	17	C
		PM		-	-	-	**61**	**F**

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 6**, future background conditions are expected to remain relatively the same or worsen relative to existing conditions. All study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive West / Deer Valley Drive East: LOS F in the PM peak hour (500 northbound through vehicles)
    - This is caused by a slow rolling queue of vehicles from the Marsac roundabout that extends past the Y-intersection, causing delays at the northbound and westbound

approach. It was observed that when this happens, vehicles on the free-flow northbound approach allow for vehicles on the stop-controlled westbound approach to make a turn. While the stop-controlled westbound approach experiences delays and operates at LOS F, the northbound approach experiences the most delays at this intersection.

- Amber Road / Deer Valley Drive East: LOS F in the PM peak hour (420 westbound through vehicles)
    - This is caused by congestion at the Y-intersection which spills back past Amber Road. This queueing makes it difficult for vehicles to find space to go westbound right.
- Deer Valley Drive East / Doe Pass Road: LOS F in the AM peak hour (180 northbound left vehicles)
    - This is caused by the high volumes of vehicles entering the parking lots from both NB Left and SB Right, the latter of which gets priority which causes a queuing of NB Left vehicles.
- Deer Valley Dr West / Doe Pass Rd: LOS F in the PM peak hour (330 westbound right vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Rd. This queueing makes it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Mellow Mountain Rd / Deer Valley Dr: LOS F in the PM peak hour (5 southbound left vehicles)
    - This is caused by congestion from the roundabout which spills back passed Mellow Mountain Rd. This queueing makes it difficult for vehicles to find a gap and turn left onto Deer Valley Drive.
- Deer Valley Drive / Marsac Ave: LOS F in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.

5.3 Queue Analysis

Using Vissim simulation software provided in the Introduction, the 2030 background Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50th and 95th percentiles (see Appendix for the detailed Queue report).

For all movements at the nine intersections analyzed under 2030 background conditions, the following movements experienced 95th percentile queue lengths that exceeded their respective storage:

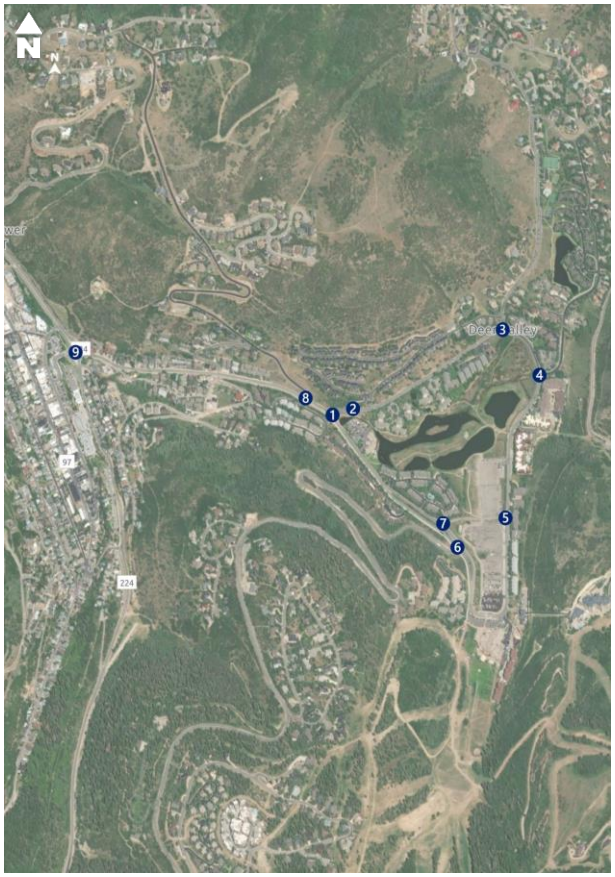
- Deer Valley Drive West / Deer Valley Drive East: The 95th percentile queues of the westbound stop-controlled left turn and right turn movements were both recorded as 257 feet in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection on Deer Valley Drive East. In the northbound direction, the through and right turn movements were recorded as 1,690 feet versus 1,600 feet of storage. These queues spill back past the intersection of Deer Valley Dr West / Doe Pass Rd.

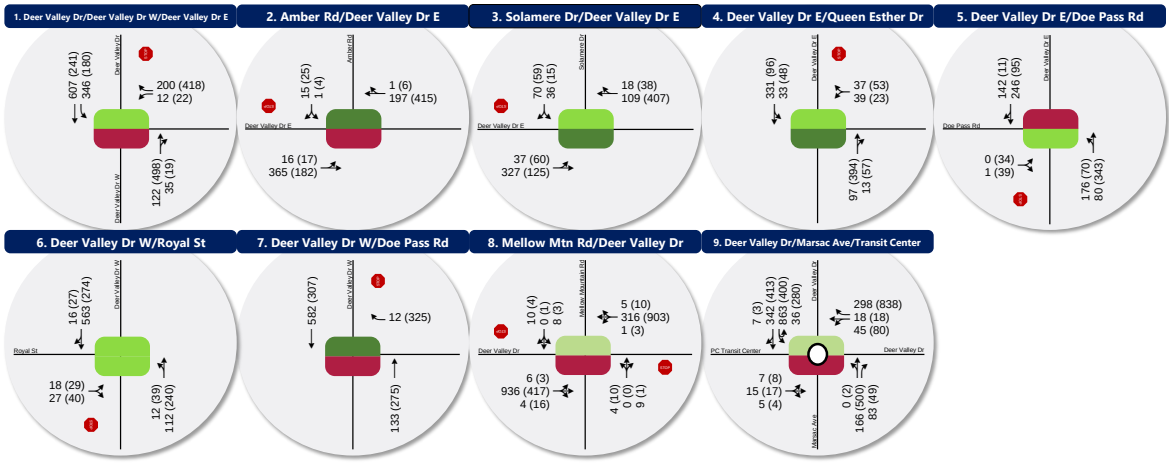
- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 410 feet in the PM peak hour versus 200 feet of storage.
- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 340 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.
- Deer Valley Drive / Marsac Ave: The 95th percentile queues of the northbound left and through movements were recorded as 1,985 feet, which almost reaches Hillside Avenue.

It should be noted that although the 95th percentile queues did not exceed storage length. The westbound approach on the Amber Road / Deer Valley Drive East intersection experienced significant queues (over 1,400 feet), and the queues were observed in the model to extend past Solamere Drive occasionally.

5.4 Proposed Mitigations

The concept plan for Snow Park Village proposes signalization of the Deer Valley Drive West / Deer Valley Drive East intersection, which will mitigate the westbound LOS at this intersection. This will also mitigate the queue spillback into the Amber Road / Deer Valley Drive East intersection. Also, Doe Pass Road will be significantly redeveloped with the proposed Village. Therefore, no mitigations are recommended for the Deer Valley Drive West / Deer Valley Drive East, Amber Road / Deer Valley Drive East, and Deer Valley Drive East / Doe Pass Road intersections.





LEGEND

Stop Sign — Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 9

Opening Year 2030 Background Saturday AM & PM Peak Hour Traffic Conditions

6. Opening Year (2030) plus Project Conditions

The purpose of the opening year 2030 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network in the year 2030, the proposed full build opening year of the development. To analyze this impact, the projected 2030 Saturday AM and PM peak hour background traffic volumes were combined with volumes generated by the development for the Saturday AM and PM peak hours. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes.

6.1 Traffic Volumes

Project-generated traffic (**Figure 8**) was added to the opening year 2030 background volumes (**Figure 9**) to yield Opening Year (2030) Plus Project Saturday AM and PM peak-hour traffic volumes at the study intersections as shown in **Figure 10**. The plus project traffic volumes were rerouted to account for the following characteristics in the build conditions:

- The modified Doe Pass Road, which serves two-way traffic (currently one-way west of parking lots) and direct access parking garage driveways
- New Ski Club and Ski School pick-up/drop-off locations at the south end of Deer Valley Drive East
- Rerouted bus routes due to the new one-way transit hub

Although the volumes were rerouted, this study aimed to evaluate how the study intersections would operate if driving behaviors do not change drastically despite development. Therefore, the traffic distribution of the background traffic at the Deer Valley Drive West / Deer Valley Drive East intersection was not modified significantly, and project traffic was added, along with reduced trips due to the reduced day-skier parking. This resulted in traffic splits similar to existing conditions at the Deer Valley Drive West / Deer Valley Drive East intersection with roughly 35% using Deer Valley Drive East and roughly 65% using Deer Valley Drive West inbound in the AM peak hour, and roughly 45% using Deer Valley Drive East and roughly 55% using Deer Valley Drive West outbound in the PM peak hour.

Additionally, the proposed design presents a passenger pick-up/drop-off and transit hub at the south end of the loop, which is similar to the current configuration, with the change of the loop being one-way, entering from Deer Valley Drive West and exiting onto Deer Valley Drive East. The proposed design includes parking garages to provide comfortable covered parking stalls for the users, with direct access to the Village and ski facilities. This will potentially cause a shift in driving behavior around the loop. A significant amount of current users drop-off passengers before parking the vehicle. The proposed design may encourage vehicles to skip the drop-off and drive directly to the parking garages. For analysis

purposes, current patterns were assumed, where a majority of vehicles travel through the drop-off loop before entering the parking garages. This replicated conservative conditions with congestion in the drop-off loop and higher traffic around the loop.

6.2 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, opening year 2030 background Saturday peak hour LOS was computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hour are reported in **Table 7** (see Appendix for the detailed LOS report).

Table 7: Opening Year 2030 plus Project Conditions Saturday AM & PM Peak Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Dr West / Deer Valley Dr East	AM	Signal	-	-	-	10	B
		PM		-	-	-	35	D
2	Amber Rd / Deer Valley Dr East	AM	SSSC[4]	SB Left	8	A	-	-
		PM		SB Right	15	C	-	-
3	Solamere Dr / Deer Valley Dr East	AM	SSSC	SB Left	8	A	-	-
		PM		SB Left	8	A	-	-
4	Deer Valley Dr East / Queen Esther Dr	AM	SSSC	WB Left	7	A	-	-
		PM		WB Right	8	A	-	-
5	Deer Valley Dr East / Doe Pass Rd	AM	AWSC	SB Thru	25	D	-	-
		PM		SB Right	14	B	-	-
6	Deer Valley Dr West / Royal St	AM	SSSC	EB Right	8	A	-	-
		PM		EB Left	9	A	-	-
7	Deer Valley Dr West / Doe Pass Rd	AM	Roundabout	-	-	-	3	A
		PM		-	-	-	28	D
8	Mellow Mountain Rd / Deer Valley Dr	AM	SSSC	SB Left	18	C	-	-
		PM		SB Right	**40**	**E**	-	-
9	Deer Valley Dr / Marsac Ave	AM	Roundabout	-	-	-	16	C
		PM		-	-	-	**103**	**F**
10	Middle Driveway (P3) / Doe Pass Rd	AM	SSSC	NB Left	10	B	**-**	**-**
		PM		NB Left	**69**	**F**	**-**	**-**
11	East Driveway (P2) / Doe Pass Rd	AM	SSSC	SB Right	9	A	**-**	**-**
		PM		NB Left	10	B	**-**	**-**

12	Deer Valley Dr East / North Driveway (P3)	AM	SSSC	EB Left	17	C	-	-
		PM		EB Left	24	C	-	-
13	Deer Valley Dr East / South Driveway (P1)	AM	SSSC	NB Left	2	A	-	-
		PM		EB Right	8	A	-	-
14	Deer Valley Dr East / Exit Ramps	AM	SSSC	SB Thru	17	C	-	-
		PM		EB Left	10	B	-	-

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 7**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Mellow Mountain Road / Deer Valley Drive: LOS E in the PM peak hour (5 southbound right vehicles)
    - This is caused by the vehicles making a southbound right turn on a stop control, looking for a gap in traffic of high volumes exiting the resort in the PM peak hour.
- Deer Valley Drive / Marsac Ave: LOS F in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.
- Middle Driveway (P3) / Doe Pass Rd: LOS F in the PM peak hour (278 northbound left vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Road, also causing a queue on Doe Pass road. This queueing makes it difficult for vehicles to turn onto Doe Pass Road.

6.3 Queue Analysis

Using Vissim simulation software provided in the Introduction, the 2030 plus project Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50th and 95th percentiles (see Appendix for the detailed Queue report).

For all movements at the 14 intersections analyzed under 2030 background plus project conditions, the following movements experienced 95th percentile queue lengths that exceeded their respective storage:

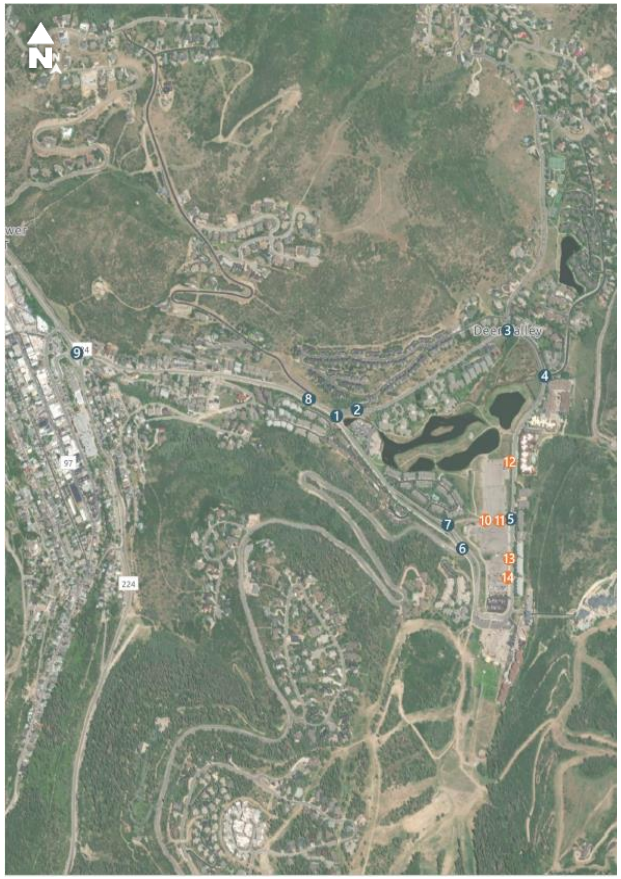
- Deer Valley Dr West / Deer Valley Dr East: The 95th percentile queue of the southbound left and southbound through movements were recorded as 184 and 347 feet versus 120 and 270 feet of storage, respectively, in the AM peak hour. In the PM peak hour, the 95th percentile queue of the

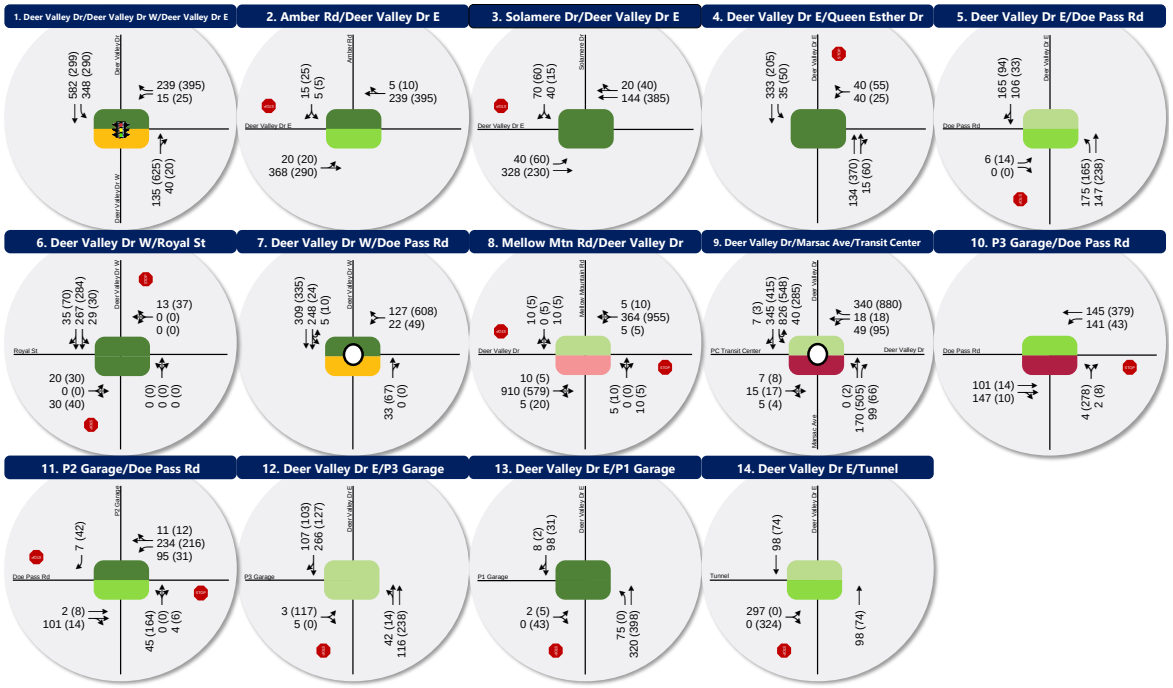
southbound left turn movement was 257 feet versus 120 feet of storage. These queues spill back passed the Mellow Mountain Rd intersection. The 95th percentile queues of the westbound stop-controlled left turn and right turn movements were recorded as 270 and 269 feet, respectively, in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection on Deer Valley Drive East. In the northbound direction, through and right turn movements were recorded as 1,738 feet versus 1,600 feet of storage. These queues spill back past the intersection of Deer Valley Dr West / Doe Pass Rd.

- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 372 feet in the PM peak hour versus 200 feet of storage.
- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 387 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.
- Deer Valley Dr / Marsac Ave: The 95th percentile queues of the northbound left, through, and right turn movements were recorded as 2,044, 2,044, and 2,039 feet, respectively, in the PM peak hour versus 1,500 feet of storage.

6.4 Proposed Mitigations

The Snow Park Village site plan includes a proposed signal at the Deer Valley Drive West / Deer Valley Drive East intersection. The intersection is currently a "T"-intersection with free flow movement north/south along Deer Valley West, and a stop-control on the approach of Deer Valley Drive East. Although the analysis results from the model show improved overall LOS and reduced westbound queues at the proposed signal, the congestion between the Marsac roundabout and the Deer Valley Drive West / Deer Valley Drive East intersection still causes delays and significant northbound queues. Improved traffic flow downstream of the Deer Valley Drive West / Deer Valley Drive East intersection will improve the conditions within the Deer Valley loop. This will also clear up the congestion extending to Doe Pass Road, improving the delays at the P3 driveway. Current ongoing studies are evaluating potential mitigations at the Marsac roundabout. Therefore, no mitigation measures were evaluated at the Marsac roundabout for this study.





LEGEND

Stop Sign Signalized

Lane Configuration: AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM: A B C D E F

Figure 10

Opening Year 2030 Plus Project Saturday AM & PM Peak Hour Traffic Conditions

7. Future 2040 Background Conditions

The purpose of the future 2040 background conditions analysis is to evaluate the study intersections during peak travel periods under projected 2040 traffic volumes. This analysis provides a baseline condition for the year 2040, which can be used to determine future project impacts.

7.1 Traffic Volumes

Traffic volumes for 2040 were estimated using traffic counts and forecasted volumes from the Summit/Wasatch Travel Demand Model (March 2024 version) for 2040. The Summit/Wasatch Travel Demand Model shows a lower annual growth rate in the future by accounting for a higher mode split of transportation – higher use of transit, walking, and biking than previous versions of travel demand models. The following annual growth rates are used on the following roadways to project 2040 background volumes as shown in **Figure 11**.

- 0.12% north of the Marsac Ave Roundabout
- 0.12% between Bonanza and the "Y" intersection
- 0.08% within Deer Valley Loop (Deer Valley Drive East, Deer Valley Drive West, and Doe Pass Road)
- 0.12% on Marsac Ave
- 0.33% on Royal Street

7.2 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, future 2040 background Saturday peak-hour LOS was computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hours are reported in **Table 8** (see Appendix for the detailed LOS report).

Table 8: Future 2040 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Dr West / Deer Valley Dr East	AM	SSSC[4]	WB Left	20	C	-	-
		PM		NB Thru	**56**	**F**	-	-
2	Amber Rd / Deer Valley Dr East	AM	SSSC	SB Right	8	A	-	-
		PM		WB Thru	**216**	**F**	-	-
3	Solamere Dr / Deer Valley Dr East	AM	SSSC	SB Left	10	B	-	-
		PM		EB Left	10	B	-	-
4	Deer Valley Dr East / Queen Esther Dr	AM	SSSC	WB Left	11	B	-	-
		PM		WB Left	9	A	-	-
5	Deer Valley Dr East / Doe Pass Rd	AM	SSSC	NB Left	**74**	**F**	-	-
		PM		EB Left	15	C	-	-
6	Deer Valley Dr West / Royal St	AM	SSSC	EB Left	14	B	-	-
		PM		EB Left	13	B	-	-
7	Deer Valley Dr West / Doe Pass Rd	AM	SSSC	WB Right	9	A	-	-
		PM		WB Right	**93**	**F**	-	-
8	Mellow Mountain Rd / Deer Valley Dr	AM	SSSC	SB Left	18	C	-	-
		PM		SB Left	**54**	**F**	-	-
9	Deer Valley Dr / Marsac Ave	AM	Roundabout	-	-	-	18	C
		PM		-	-	-	**64**	**F**

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 8**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive West / Deer Valley Drive East: LOS F in the PM peak hour (505 northbound through vehicles)
    - This is caused by a slow rolling queue of vehicles from the Marsac roundabout that extends past the Y-intersection, causing delays at the northbound and westbound approach. It was observed that when this happens, vehicles on the free-flow northbound approach allow for vehicles on the stop-controlled westbound approach to make a turn.

While the stop-controlled westbound approach experiences delays and operates at LOS F, the northbound approach experiences the most delays at this intersection.

- Amber Road / Deer Valley Drive East: LOS F in the PM peak hour (425 westbound through vehicles)
    - This is caused by congestion at the Y-intersection which spills back past Amber Road. This queueing makes it difficult for vehicles to find space to go westbound through.
- Deer Valley Drive East / Doe Pass Road: LOS F in the AM peak hour (180 northbound left vehicles)
    - This is caused by the high volumes of vehicles entering the parking lots from both NB Left and SB Right, the latter of which gets priority which causes a queuing of NB Left vehicles.
- Deer Valley Dr West / Doe Pass Rd: LOS F in the PM peak hour (330 westbound right vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Rd. This queueing makes it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Mellow Mountain Rd / Deer Valley Dr: LOS F in the PM peak hour (5 southbound left vehicles)
    - This is caused by congestion at the roundabout which spills back passed Mellow Mountain Rd. This queueing makes it difficult for vehicles to find a gap and turn left onto Deer Valley Drive.
- Deer Valley Drive / Marsac Ave: LOS F in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.

7.3 Queue Analysis

Using Vissim simulation software provided in the Introduction, the 2040 background Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50th and 95th percentiles (see Appendix for the detailed Queue report).

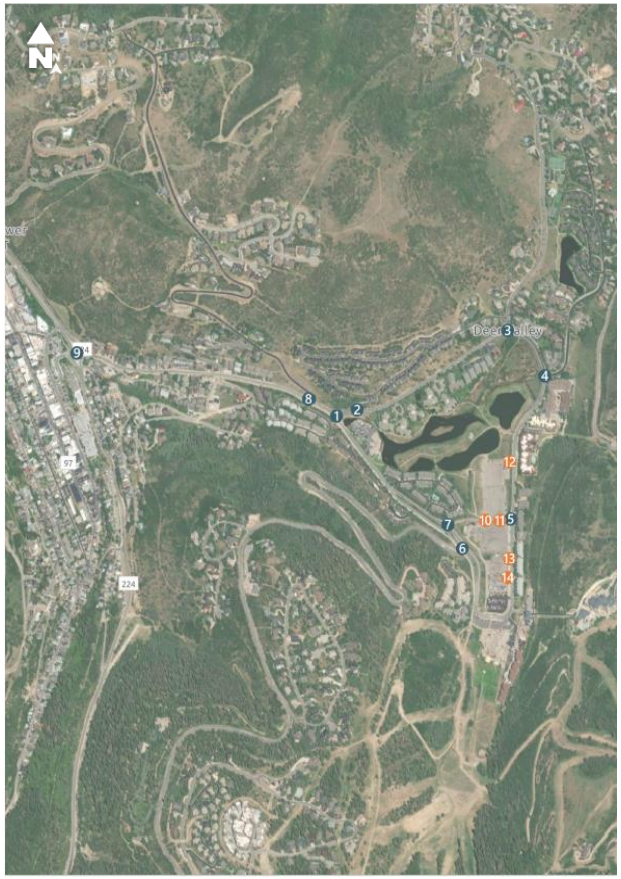
For all movements at the nine intersections analyzed under 2040 background conditions, the following movements experienced 95th percentile queue lengths that exceeded their respective storage:

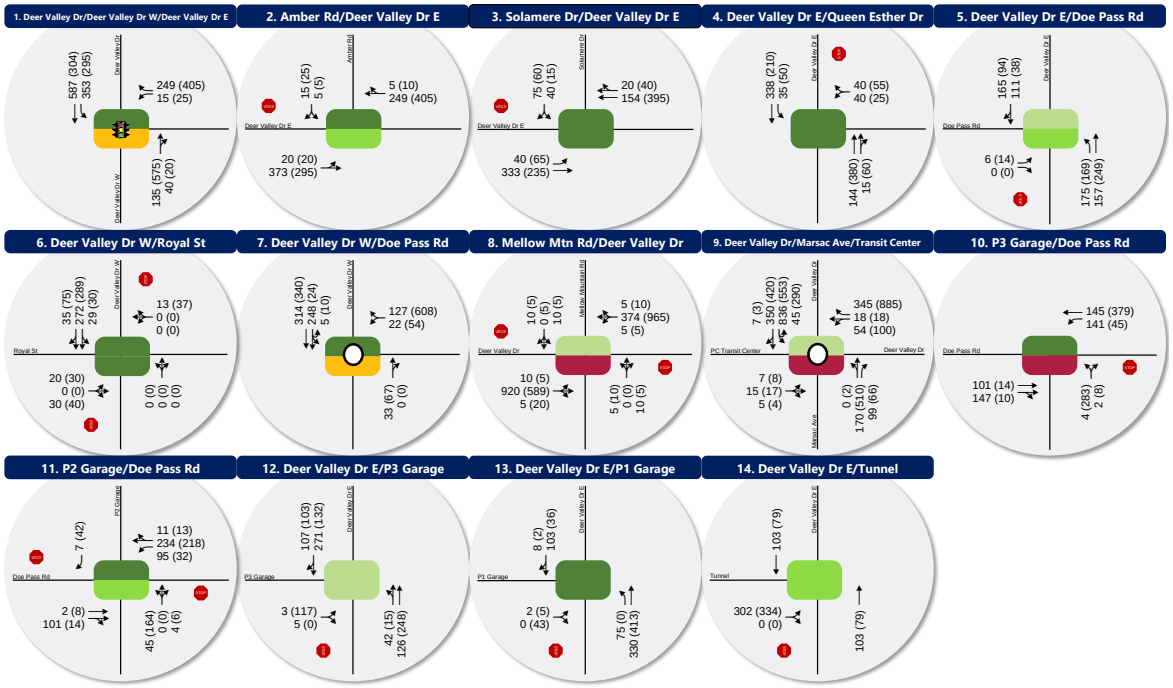
- Deer Valley Drive West / Deer Valley Drive East: The 95th percentile queues of the westbound stop-controlled left turn and right turn movements were both recorded as 257 feet in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection on Deer Valley Drive East. In the northbound direction, the through and right turn movements were recorded as 1,692 and 1,691 feet, respectively, versus 1,600 feet of storage. These queues spill back past the intersection of Deer Valley Dr West / Doe Pass Rd.
- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 410 feet in the PM peak hour versus 200 feet of storage.

- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 340 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.
- Deer Valley Drive / Marsac Ave: The 95th percentile queues of the northbound left and through turn movements were recorded as 1,977 feet in the PM peak hour versus 1,500 feet of storage.

7.4 Proposed Mitigations

The concept plan for Snow Park Village proposes signalization of the Deer Valley Drive West / Deer Valley Drive East intersection, which will mitigate the westbound LOS at this intersection. This will also mitigate the queue spillback into the Amber Road / Deer Valley Drive East intersection. Also, Doe Pass Road will be significantly redeveloped with the proposed Village. Therefore, no mitigations are recommended for the Deer Valley Drive West / Deer Valley Drive East, Amber Road / Deer Valley Drive East, and Deer Valley Drive East / Doe Pass Road intersections.





LEGEND

Stop Sign Signalized

Lane Configuration: AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM: A B C D E F

Figure 11

Future 2040 plus Project Saturday AM & PM Peak Hour Traffic Conditions

8. Future 2040 plus Project Conditions

The purpose of the future 2040 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network in the year 2040, ten years after the opening year. To analyze this impact, the projected 2040 Saturday AM and PM peak hour background traffic volumes were combined with volumes generated by the conceptual development for the Saturday AM and PM peak hours. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes. This comparison shows the impact of the conceptual project in 2040.

8.1 Traffic Volumes

Project-generated traffic (**Figure 8**) was added to the future 2040 background volumes (**Figure 11**) to yield "Future 2040 Plus Project" Saturday AM and PM peak hour traffic volumes at the study intersections as shown in **Figure 12**. The plus project traffic volumes were rerouted to account for the following characteristics in the build conditions:

- The modified Doe Pass Road, which serves two-way traffic (currently one-way west of parking lots) and direct access parking garage driveways
- New Ski Club and Ski School pick-up/drop-off locations at the south end of Deer Valley Drive East
- Rerouted bus routes due to the new one-way transit hub

Although the volumes were rerouted, this study aimed to evaluate how the study intersections would operate if driving behaviors do not change drastically despite development. Therefore, the traffic distribution of the background traffic at the Deer Valley Drive West / Deer Valley Drive East intersection was not modified significantly, and project traffic was added, along with reduced trips due to the reduced day-skier parking. This resulted in traffic splits similar to existing conditions at the Deer Valley Drive West / Deer Valley Drive East intersection with roughly 35% using Deer Valley Drive East and roughly 65% using Deer Valley Drive West inbound in the AM peak hour, and roughly 45% using Deer Valley Drive East and roughly 55% using Deer Valley Drive West outbound in the PM peak hour.

Additionally, the proposed design presents a passenger pick-up/drop-off and transit hub at the south end of the loop, which is similar to the current configuration, with the change of the loop being one-way, entering from Deer Valley Drive West and exiting onto Deer Valley Drive East. The proposed design includes parking garages to provide comfortable covered parking stalls for the users, with direct access to the Village and ski facilities. This will potentially cause a shift in driving behavior around the loop. A significant amount of current users drop-off passengers before parking the vehicle. The proposed design may encourage vehicles to skip the drop-off and drive directly to the parking garages. For analysis

purposes, current patterns were assumed, where a majority of vehicles travel through the drop-off loop before entering the parking garages. This replicated conservative conditions with congestion in the drop-off loop and higher traffic around the loop.

8.2 Level Of Service Analysis

Using Vissim simulation software and the HCM 7 delay thresholds provided in the Introduction, future 2040 plus project Saturday peak hour LOS was computed for each study intersection. The results if this analysis for the Saturday AM and PM peak hours are reported in **Table 9** (see Appendix for the detailed LOS report).

Table 9: Future 2040 plus Project Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Dr West / Deer Valley Dr East	AM	Signal	-	-	-	10	B
		PM		-	-	-	36	D
2	Amber Rd / Deer Valley Dr East	AM	SSSC[4]	SB Left	8	A	-	-
		PM		SB Right	13	B	-	-
3	Solamere Dr / Deer Valley Dr East	AM	SSSC	SB Left	8	A	-	-
		PM		SB Left	8	A	-	-
4	Deer Valley Dr East / Queen Esther Dr	AM	SSSC	WB Left	7	A	-	-
		PM		WB Left	8	A	-	-
5	Deer Valley Dr East / Doe Pass Rd	AM	AWSC	SB Through	25	D	-	-
		PM		SB Right	12	B	-	-
6	Deer Valley Dr West / Royal St	AM	SSSC	EB Right	9	A	-	-
		PM		EB Left	8	A	-	-
7	Deer Valley Dr West / Doe Pass Rd	AM	Roundabout	-	-	-	3	A
		PM		-	-	-	31	D
8	Mellow Mountain Rd / Deer Valley Dr	AM	SSSC	SB Left	20	C	-	-
		PM		SB Left	**78**	**F**	-	-
9	Deer Valley Dr / Marsac Ave	AM	Roundabout	-	-	-	17	C
		PM		-	-	-	**108**	**F**
10	Middle Driveway (P3) / Doe Pass Rd	AM	SSSC	NB Left	10	B	**-**	**-**
		PM		NB Left	**72**	**F**	**-**	**-**
11	East Driveway (P2) / Doe Pass Rd	AM	SSSC	NB Left	9	A	**-**	**-**
		PM		NB Left	10	B	**-**	**-**
12		AM	SSSC	EB Left	17	C	**-**	**-**

	Deer Valley Dr East / North Driveway (P3)	PM		EB Left	23	C	-	-
13	Deer Valley Dr East / South Driveway (P1)	AM	SSSC	NB Left	2	A	-	-
		PM		EB Right	8	A	-	-
14	Deer Valley Dr East / Tunnel Exit	AM	SSSC	EB Left	14	B	-	-
		PM		EB Left	11	B	-	-

Notes:
Bold text indicates intersections operating below Park City's acceptable LOS threshold.
1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 9**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Mellow Mountain Road / Deer Valley Drive: LOS F in the PM peak hour (5 southbound left vehicles)
    - This is caused by the vehicles making a southbound left turn on a stop control, looking for a gap in traffic of high volumes exiting the resort in the PM peak hour.
- Deer Valley Drive / Marsac Ave: LOS F in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.
- Middle Driveway (P3) / Doe Pass Rd: LOS F in the PM peak hour (283 northbound left vehicles)
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Road, also causing a queue on Doe Pass road. This queueing makes it difficult for vehicles to turn onto Doe Pass Road.

8.3 Queue Analysis

Using Vissim simulation software provided in the Introduction, the 2040 plus project Saturday AM and PM peak hour queue lengths were computed for each study intersection at 50th and 95th percentiles (see Appendix for the detailed Queue report).

For all movements at the 14 intersections analyzed under 2040 background plus project conditions, the following movements experienced 95th percentile queue lengths that exceeded their respective storage:

- Deer Valley Dr West / Deer Valley Dr East: The 95th percentile queue of the southbound left and southbound through movements were recorded as 184 and 348 feet versus 120 and 270 feet of storage, respectively, in the AM peak hour. In the PM peak hour, the 95th percentile queue of the

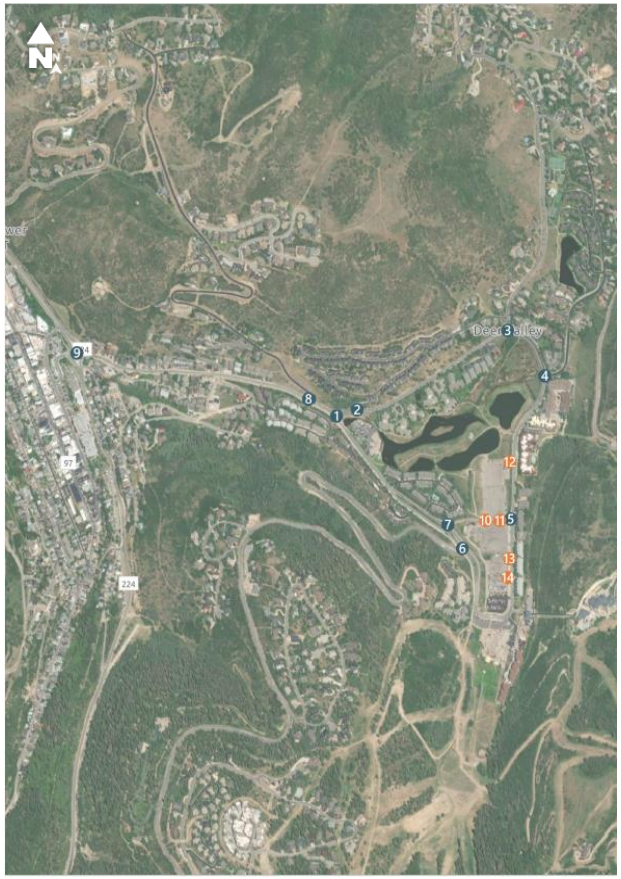
southbound left turn movement was 273 feet versus 120 feet of storage. These queues spill back passed the Mellow Mountain Rd intersection. The 95th percentile queues of the westbound stop-controlled left turn and right turn movements were recorded as 271 and 270 feet, respectively, in the PM peak hour versus 170 feet of storage. These queues spill back past the adjacent Amber Road intersection on Deer Valley Drive East. In the northbound direction, the through and right turn movements were recorded as 1,724 feet versus 1,600 feet of storage. These queues spill back past the intersection of Deer Valley Dr West / Doe Pass Rd.

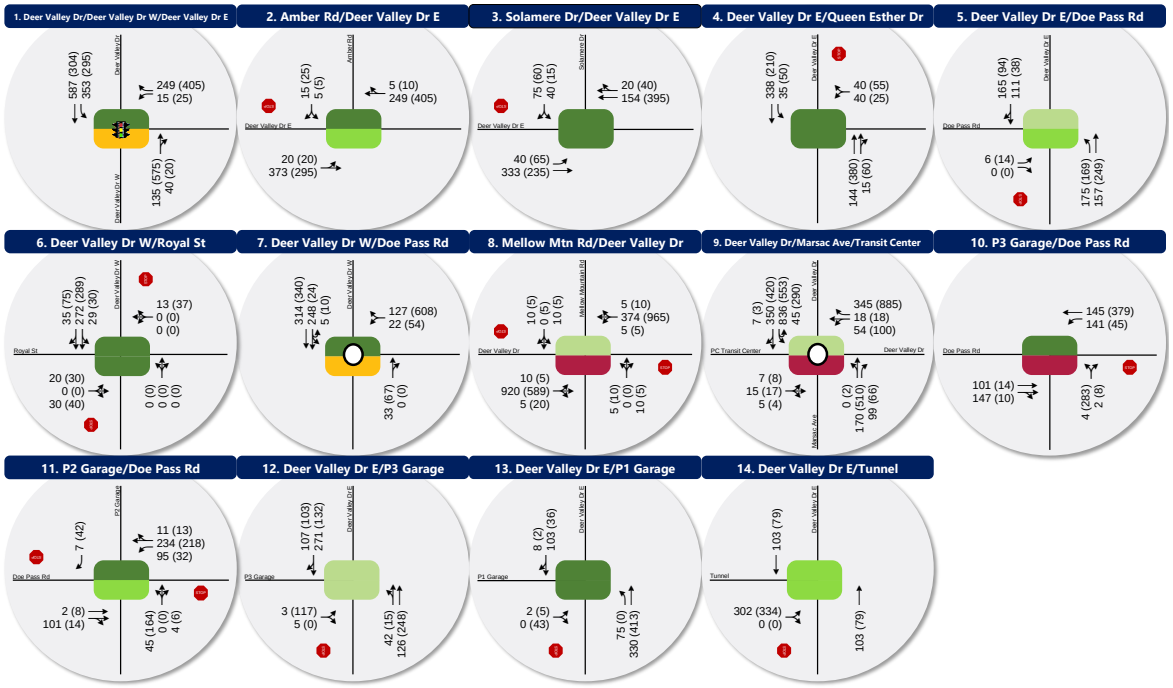
- Deer Valley Dr West / Doe Pass Rd: The 95th percentile queues of the westbound turn movements were recorded as 372 feet in the PM peak hour versus 200 feet of storage.
- Mellow Mountain Rd / Deer Valley Dr: The 95th percentile queues of the westbound left, right, and through turn movements were all recorded as 387 feet in the PM peak hour versus 270 feet of storage. These queues spill back past the Y-intersection.
- Deer Valley Dr / Marsac Ave: The 95th percentile queues of the northbound left, through, and right turn movements were recorded as 2,047, 2,047, and 2,040 feet, respectively, in the PM peak hour versus 1,500 feet of storage.

Figure 13 illustrates the estimated queue lengths under the 2040 plus project conditions at key controlling intersections.

8.4 Proposed Mitigations

The Snow Park Village site plan includes a proposed signal at the Deer Valley Drive West / Deer Valley Drive East intersection. The intersection is currently a "T"-intersection with free flow movement north/south along Deer Valley West, and a stop-control on the approach of Deer Valley Drive East. Although the analysis results from the model show improved overall LOS and reduced westbound queues at the proposed signal, the congestion between the Marsac roundabout and the Deer Valley Drive West / Deer Valley Drive East intersection still causes delays and significant northbound queues. Improved traffic flow downstream of the Deer Valley Drive West / Deer Valley Drive East intersection will improve the conditions within the Deer Valley loop. This will also clear up the congestion extending to Doe Pass Road, improving the delays at the P3 driveway. Current ongoing studies are evaluating potential mitigations at the Marsac roundabout. Therefore, no mitigation measures were evaluated at the Marsac roundabout for this study.





LEGEND

Stop Sign Signalized

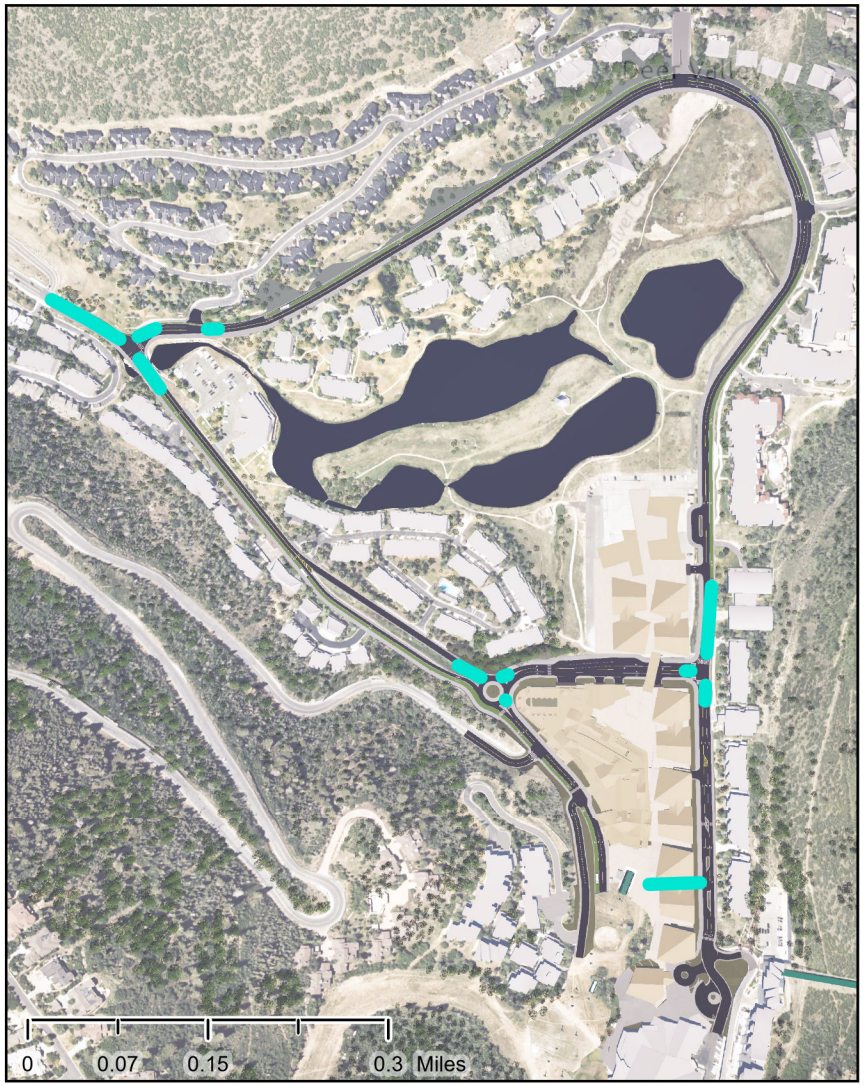
Lane Configuration: AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

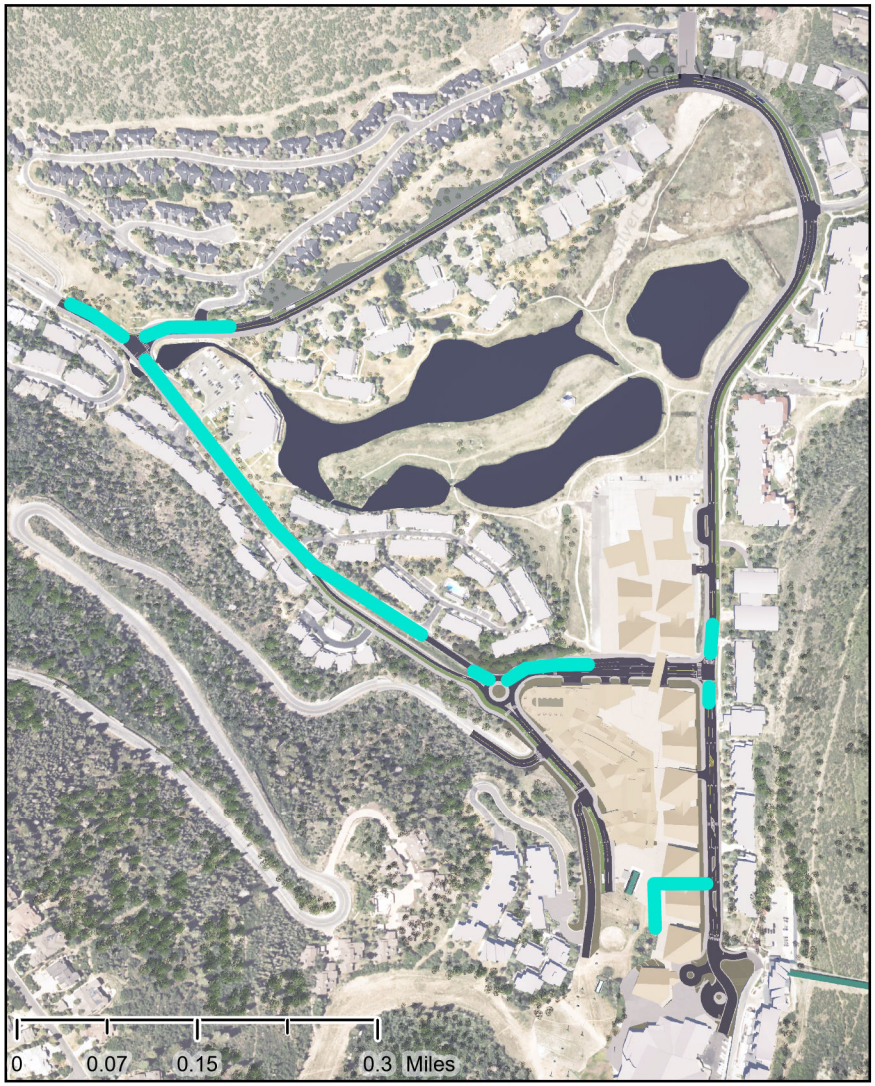
AM / PM: A B C D E F

Figure 12

Future 2040 plus Project Saturday AM & PM Peak Hour Traffic Conditions



AM Peak Hour



PM Peak Hour

Figure 13

9. Roadway Analysis

The purpose of the roadway analysis is to document the Saturday peak hour roadway volumes to determine the LOS of the internal project roadways.

9.1 Roadway Analysis Results

The roadway LOS was calculated based on planning level generalized peak hour two-way volumes for roadway capacities as shown in **Table 10**. These volumes are published by the Florida Department of Transportation (FDOT) based on planning applications of the HCM and are widely used for planning level evaluation of roadway capacity. **Table 10** shows the peak hour two-way capacity estimates for a 2-lane roadway in areas over 5,000 in population not in urbanized areas.

Table 10: Roadway Level of Service Peak Hour Two-Way Traffic Thresholds

Level of Service	Peak Hour Traffic Capacity Estimates
	2 Lanes
LOS B or better	≤ 820
LOS C	821 – 1,550
LOS D	1,551 – 2,190
LOS E or worse	> 2,190

Source: Fehr & Peers, based on FDOT Generalized Peak Hour Two-Way Volumes for areas over 5,000 not in urbanized areas.

The same assumptions used for previous analyses (similar traffic splits at the Deer Valley Drive East / Deer Valley Drive West intersection as current conditions) were applied for the roadway volumes.

Table 11 shows the peak hour roadway LOS analysis for each scenario. As shown in **Table 11**, all internal roadways are expected to operate at LOS C or better with the current 2-lane configuration for all scenarios.

Table 11: Snow Park Village Roadway LOS Analysis Summary

Scenario	Saturday Peak Hour	Deer Valley Dr W (South of Y-intersection)		Deer Valley Dr E (East of Y-intersection)	
		Two-Way Volume[1]	LOS	Two-Way Volume[1]	LOS
Existing	AM	780	A/B	590	A/B
	PM	830	C	680	A/B
Opening Year 2030 plus Project	AM	780	A/B	640	A/B
	PM	970	C	770	A/B
Future 2040 plus Project	AM	780	A/B	660	A/B
	PM	970	C	790	A/B

1.Rounded to the nearest 10.
Source: Fehr & Peers.

Existing roadway count sheets are included in the Appendix.

10. Parking

The purpose of this section is to document the proposed parking supply, and how it is managed is a key element to the overall success of the new Snow Park Village project.

10.1 Parking Supply

The greater Snow Park area currently has, at peak, around 1,700 parking spaces. As a result of a recent agreement with the City, the will be a 20% reduction of day skier spaces after the Snow Park project is constructed. This results in 340 fewer day skier spaces for a new total of 1,360. The new land uses such as the hotel and Event Barn at Snow Park will require parking. The amount allocated to these other uses is 611 spaces, for a total of 1,971 spaces for the overall project.

There will be three levels of structured, controlled parking.

- Level 1 consists of 885 day-skier spaces and 37 spaces for the event barn for a total of 922 spaces.
- Level 2 consists of 476 day-skier spaces, 13 event barn, 119 hotel, and 160 spaces for the condominium parking for a total of 768 spaces.
- Level 3 consists of 250 ski club spaces and 20 condominium spaces for a total of 280 spaces.

The sum of parking stalls across the three levels is 1,971.

10.2 Parking Management

The access by use is:

- Day skiers will access parking from Doe Pass Road and Deer Valley Drive East (for parking at the north end of the project).
- Event Barn patrons will access parking from Doe Pass Road into the P2 entrance and from Deer Valley Drive East into the P3 entrance.
- Hotel guest parking will access their spaces from Doe Pass Road into the P2 entrance.
- Condominium residents will access parking from Doe Pass Road into the P2 entrance and from Deer Valley Drive East into the P1 entrance.
- Last, ski club members will access their spaces from Deer Valley Drive East into the P1 entrance.

The overall parking management will use state-of-the-art parking technologies such as individual parking stall availability notifications, parking level availability (mostly for day-skiers) and other dynamic wayfinding messaging. The day-skier parking will be paid and the transaction will occur on departure to ensure the guest arrival experience is as smooth as possible.

11. Traffic Safety

11.1 Existing Safety Trends

The AASHTOW are Safety database contains details about location features, crash types, contributing circumstances, and other factors associated with recorded crashes. An analysis of crash data from the past five years (2019-2023) was conducted to identify crash patterns at the nine study intersections providing access to the project site, in addition to segment-level crashes along the Deer Valley Drive loop. Details of the 5-year crash history at the study intersections are presented in Error! Reference source not found.. A total of 24 crashes occurred at all study intersections, in addition to 19 segment-level crashes along Deer Valley Drive. Of all crashes in the study area, none involving pedestrians or bicycles were reported during the five-year period. Two crashes resulted in serious injury, while no fatalities were reported. These serious injuries both occurred at the intersection of Deer Valley Drive and Marsac Avenue, with exact contributing circumstances detailed below:

1. A single-unit semi-truck entering a roundabout failed to yield to an SUV already circulating through the roundabout.
2. A heavy vehicle's brakes or other safety equipment failed, resulting in a downhill runaway that struck two vehicles within the roundabout.

Table 12: Five-Year (2019-2023) Crash History, by Severity

ID	Location	PDO[1]	Possible Injury	Minor Injury	Serious Injury	Fatality
1	***Deer Valley Drive East & Solamere Drive***	2	1	0	0	0
2	***Deer Valley Drive East & Queen Esther Drive[2]***	0	0	0	0	0
3	***Deer Valley Drive North / Amber Road***	1	0	0	0	0
4	***Deer Valley Drive & Mellow Mountain Rd***	2	0	0	0	0
5	***Deer Valley Drive West & Doe Pass Rd[2]***	0	0	0	0	0
6	***Deer Valley Drive & Marsac Ave***	10	1	0	2	0
7	***Deer Valley Drive East & Deer Valley Drive West***	2	0	0	0	0
8	***Deer Valley Dr S & Royal St***	3	0	0	0	0
9	***Deer Valley Drive East & Doe Pass Road[2]***	0	0	0	0	0
-	***Deer Valley Drive East of Marsac Avenue***	11	5	3	0	0

11.2 Future Safety Trends

Under both project and future conditions volumes are anticipated to increase, which will result in an increased potential for vehicle conflicts as well as pedestrian/bicycle interactions with vehicles. Because of the limited crash history within the study area, future crash trends were not estimated. However, three proposed operational mitigations at the study intersections that may result in a reduced likelihood of future crashes around the proposed site. Each operational mitigation is listed below with their corresponding intersection ID and name, as well as the crash modification factor (CMF) associated with the respective mitigation:[1]

1. **Deer Valley Drive W and Doe Pass Road**: Conversion from side-street stop-control to roundabout. CMF of 0.29, or a potential crash reduction from baseline conditions of 71%.[2]

[1] The Highway Safety Manual (HSM) and CMF Clearinghouse identify the crash modification factors (CMF's) associated with a variety of potential mitigations. The CMF represents a measure of how crashes under the mitigated case compare to a baseline case (in the case of intersections, the baseline case is typically assumed to be a stop-controlled intersection unless otherwise specified). As an example, a CMF of 0.89 represents a potential reduction in crashes of 11% when compared to baseline conditions.

[2] Utah Department of Transportation specific CMF, which has been vetted and calibrated for Utah.

2. **Deer Valley Drive E and Deer Valley Drive W**: Conversion from side-street stop-control to signalized intersection. CMF of 0.56, or a potential crash reduction from baseline conditions of 44%.
3. **Deer Valley Drive E and Doe Pass Road**: Conversion from side-street stop-control to all-way stop-control. CMF of 0.25, or a potential crash reduction from baseline conditions of 75%.

12. Transit Evaluation

This section includes an evaluation of existing transit service and infrastructure, as well as a breakdown of estimated mode shares and trips.

12.1 Existing Transit Service

In addition to a multitude of private shuttles and buses, there are two public transit operators providing transit service to and from Deer Valley: Park City Transit and High-Valley Transit. High Valley Transit operates one route that services Deer Valley:

- 101 – Spiro / 224 Local that services Deer Valley (30 min headway)
- 106 – Wasatch Black Connector (60 minute headway)

Park City Transit operates seven routes that service Deer Valley:

- 1 Red: Prospector Square – Deer Valley (30 min headway)
- 2 Green: Park Meadows/Thaynes Canyon – Deer Valley (30 min headway)
- 3 Blue: Thaynes Canyon/Park Meadows – Deer Valley (30 min headway)
- 5 Yellow: Prospector Square – Deer Valley (30 min headway)
- 8 Brown Richardson Flat Park & Ride– Deer Valley (20 min headway)
- 40 Bronze: Main Street – Royal Street – Silver Lake Lodge (30 min headway)
- 50 Teal: Prospector Square – Deer Valley (30 min headway)

Local bus stops are provided along both sides of Deer Valley Drive East and Deer Valley Drive West, allowing transit riders to board buses that are Deer Valley- or Old Town-bound. For such bus stops, an extensive multiuse path on both sides of the roads will be built with striped crosswalks fitted with flashing beacons to increase safety for those utilizing non-motorized transportation. At the southern end of the Deer Valley Drive in the Transit Hub below Snow Park base area, there are one-directional bus stops that can accommodate up to six buses at once.

12.2 Estimated Mode Share

As a result of the 20% reduction in available day skier parking stalls and updates to the Summit/Wasatch Travel Demand Model, the estimated mode shares for walk/bike and transit are estimated to be 3% of trips will be from walking or biking while 5% of trips will be from transit. All transit starting from and ending at the Resort will occur at the Transit Hub located in P3 of the parking garage. This results in transit rides using a series of internal escalators to move between the Transit Hub and Snow Park Lodge keeping them entirely protected from typical roadways.

13. Transportation Demand Management

Park City, through its "Park City Forward" initiative, has identified a goal of 20% of trips by modes other than private cars. The City is tackling this challenge through a variety of strategies, including but not limited to the following:

1. Updates to the local and regional transit system, including a Bus Rapid Transit project from Kimball Junction to Old Town
2. Coordination with partner agencies to implement greater park-and-ride capacity
3. Expansion of high-quality active transportation facilities throughout Park City
4. Partnerships with private developments to implement and operate comprehensive Transportation Demand Management (TDM) programs

While not specifically required by the City's TIS Guidelines, Deer Valley is aligned, and will continue to support, furthering the City's broader trip reduction goal. Deer Valley will continue to operate its robust TDM program, and expand on current offerings. As transportation technology continues to evolve, Deer Valley will always explore new and better ways to meet modal goals. A high-level summary of the Deer Valley TDM Plan is shown below in **Table 13**. In addition, there is a proposed regionally significant remote park and ride facility that both the City and Deer Valley will cooperate on planning, construction, and management per the Letter of Intent (LOI), between Park City Municipal and Deer Valley, dated December 7, 2023.

Table 13: TDM Measures

Measure	Status	Description
Employee Transit and Housing	Existing Program	As Deer Valley develops employee housing options, a key criterion is direct and easy access to transit as well as active transportation facilities. As an additional measure, Deer Valley provides private shuttles, when no direct transit connection to the Resort exists.
Bicycle Amenities and Perks	New Program	Deer Valley will provide bicycle repair tools and dedicated bicycle parking at key locations. A potential partnership with the Summit County e-bike share is under consideration.
Education and Promotion	Existing Program	Educational and promotional events to encourage travelers to use modes other than driving alone. This includes promoting "Try Transit" week. Additionally, all new staff is provided alternate transportation information, such as carpool matching and transit options, during on-boarding orientation. On an annual basis, Deer Valley incentivizes employees to carpool and take transit through the "Ride On" program. This customized program incentivizes carpooling and transit, with transit more heavily incentivized. Incentives are evaluated on an annual basis to ensure that they will drive modal change. The

		TDM coordinator evaluates statistics on an annual basis to determine what incentives work and tweak them to meet demand.
Parking Management	New Program	Efficient, constrained, and priced parking to discourage drive-alone trips. The LOI has a 20% reduction for day skiers in a fully structured environment, along with paid parking, all of which will encourage transit ridership, carpooling for employees and visitors.
Real-Time Messaging	New Program	Deer Valley will continue to provide the most accurate parking and traffic information to employees and guests in real time. This includes the Deer Valley app, website, text messaging, and variable message boards (VMS). Note: UDOT prohibits identifying specific commercial entities on VMS located within their right-of-way and/or under their control.
Appoint a TDM Coordinator	New Program	Identify a staff member to oversee the TDM program. The coordinator participates in bi-weekly meetings for 2-3 months leading up to Deer Valley's opening with Park City's traffic operations manager. During the season, the coordinator will remain in constant contact with the traffic operations manager with a larger end of season recap occurring to discuss how to improve conditions moving forward.
Special Events	Existing Program	Deer Valley works with Park City Municipal during special event egress to push traffic in one direction around the loop to give transit priority in the other direction. We will continue to evaluate if this egress plan is necessary given the SML and implement if transit is not seeing travel time improvements around the loop.

Source: Deer Valley

13.1 TDM Monitoring

Deer Valley will conduct internal monitoring to best understand how various user groups are getting to Snow Park, how best to improve their experiences, and how to optimize their experience while minimizing their impact on area traffic and the environment. As noted above, elements of the TDM program may be adapted, added, or discontinued over time as Deer Valley strives to achieve maximum effectiveness with its TDM program. The Snow Park TDM program will change over time as travel behaviors change and the transportation context around Snow Park evolves.

Ongoing, real-time traffic monitoring will be enabled by a Deer Valley-funded and managed traffic monitoring station at the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection. This will allow for ongoing traffic counts, recording of queueing via still imagery, and year-over-year comparison at a crucial intersection in Park City.

The TDM coordinator will be responsible for ongoing collaboration and coordination with PCMC staff to ensure that goals are shared and TDM measures managed by Deer Valley are complementing those enacted by the City. To that end, semiannual meetings will take place among Deer Valley, PCMC staff, and other TDM coordinators:

- Prior to each ski season, relevant parties will gather to share relevant updates for the upcoming season, and identify potential opportunities for collaboration, share expectations for the coming months, and discuss performance metrics to be tracked
- Following each ski season, the same parties will meet to share lessons learned and review program performance as recorded by agreed-upon performance metrics, and establish potential action items during the off-season

With ongoing updates to local transit service operated by both Park City Transit and High Valley Transit, Deer Valley will strive to avoid duplication of transit service offerings. Deer Valley's TDM program is intended to support the use of public transit among the public rather than act as an alternative to public transit service. As public transit coverage expands, Deer Valley will adapt its program to support local transit agencies.

14. Conclusion/Recommendation

The proposed design of the Snow Park Village development contains similarities to the current roadway circulation with several improvements:

- The proposed multi-level underground facility contains a pick-up/drop-off for passenger vehicles on one level, and a transit hub for the buses and shuttles, providing a full loop similar to the current configuration. The tunnel will provide a one-way loop, entering from Deer Valley Drive West and exiting onto Deer Valley Drive East.
- To accommodate for the traffic on Deer Valley Drive West accessing the tunnel and development traffic on Doe Pass Road, a roundabout is proposed at the Deer Valley Drive West / Doe Pass Road.
- The Deer Valley Drive East / Doe Pass Road is proposed to be an all-way stop-controlled intersection.
- A new traffic signal is proposed at the Deer Valley Drive West / Deer Valley Drive East intersection to mitigate the intersection delays.
- Improvements are also proposed at the Solamere Drive and Queen Esther Drive intersections on Deer Valley Drive East, providing left turn pockets.
- A Shared Managed Lane (SML) will provide a travel time advantage to buses access the new underground mobility hub.
- A complete, robust active transportation network around the Loop.
- A reduced day skier parking count along with paid parking.

With the improvements in place, all study intersections at which mitigations are feasible and supported by the community operate at acceptable levels of service under all Plus Project analysis scenarios, with the exception of the Mellow Mountain Road / Deer Valley Drive intersection and the Deer Valley Drive / Marsac Avenue roundabout. Through dedicated transit infrastructure, improved active transportation connections between the Project and Park City's existing active transportation network, a fully reworked parking system, and management of ongoing TDM offerings in addition to new measures, the Snow Park Village proposal aligns with the City's *Transit First* policy by encouraging travel by means other than driving alone.

Appendix

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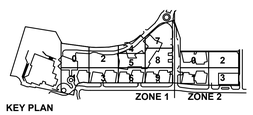
Appendix

Attachment A:
Site Circulation Plan





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SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-1

1. DEER VALLEY DRIVE WEST

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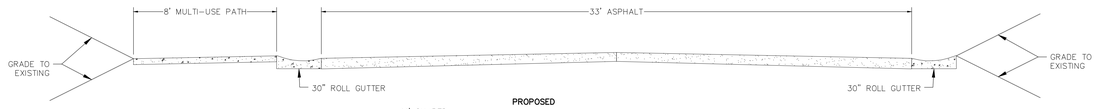

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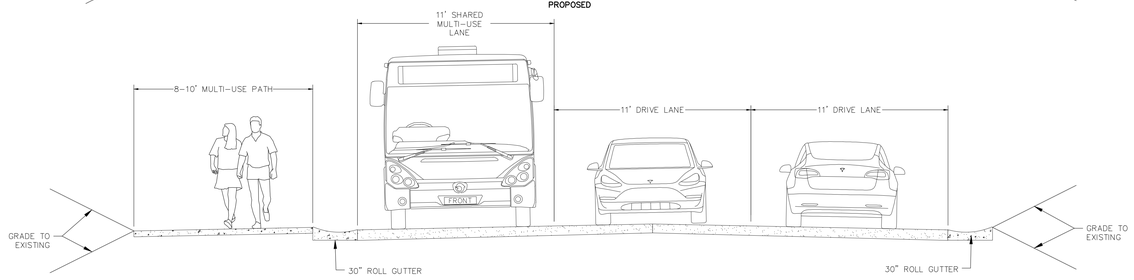
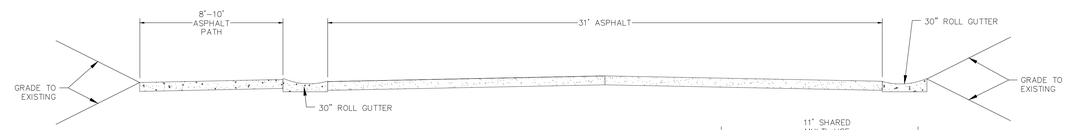


2. DEER VALLEY DRIVE EAST

EXISTING



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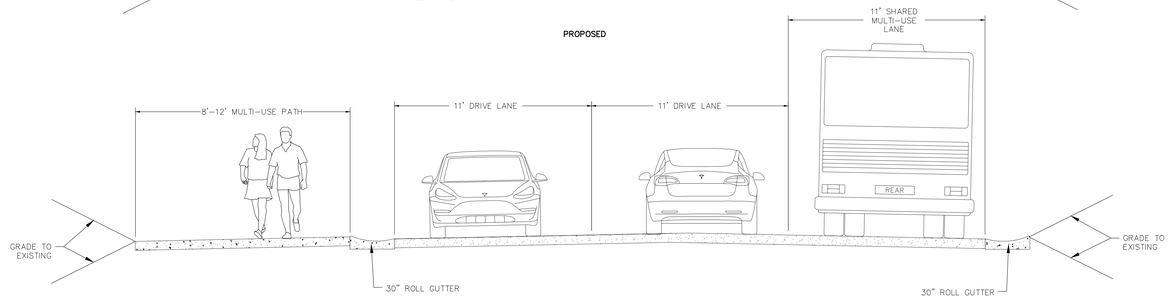

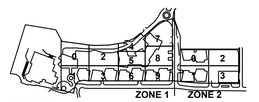

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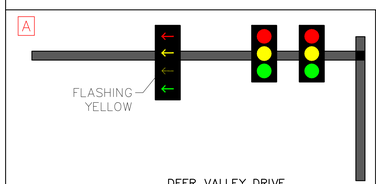
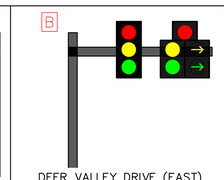
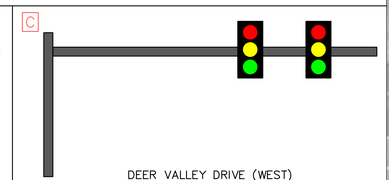
SHEET
SNOW PARK DEER VALLEY CROSS SECTIONS

EX-1.1

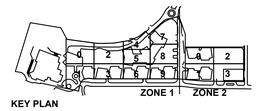
TRAFFIC SIGNAL VIEWS











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SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-2

SECTION VIEW DIRECTION

11'-WIDE LEFT TURN LANE (L=100') TO SOLAMERE DR.

SOLAMERE DR.

DASHED L=175' FOR VEHICLE ACCESS TO RIGHT TURN

11'-WIDE MERGING LANE (L=125')

L=250' (25 MPH * 10 LF/MPH) TAPER

CITY TO SUPPORT WIDENING OF ROAD AND MULTI-USE PATHWAY INTO POTENTIALLY SENSITIVE AREAS.

EASEMENT REQUIRED FROM FIRE DISTRICT FOR MULTI-USE PATH.

12'-WIDE MULTI-USE PATH

L=150' TAPER

GRADING TO EXTEND FURTHER INTO POTENTIALLY SENSITIVE AREA OR RETAINING WALL & RAILING REQ'D.

11'-WIDE LEFT TURN LANE (L=100') TO QUEEN ESTHER DR.

EXTEND CULVERT AND PROVIDE RIP-RAP AT NEW FLARED-END SECTION. MATCH EXISTING CULVERT SIZE.

QUEEN ESTHER DR.

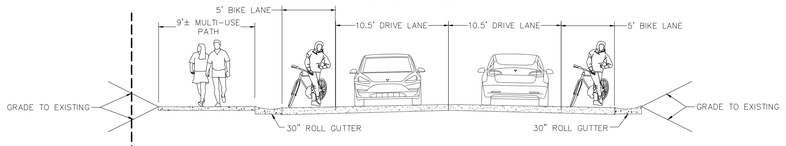
11'-WIDE MERGING LANE (L=100')

DASHED L=175' FOR VEHICLE ACCESS TO RIGHT TURN

40' 0 40' 80'

DEER VALLEY DRIVE (EAST) – SOLAMERE TURN LANE SECTION

EXISTING SECTION



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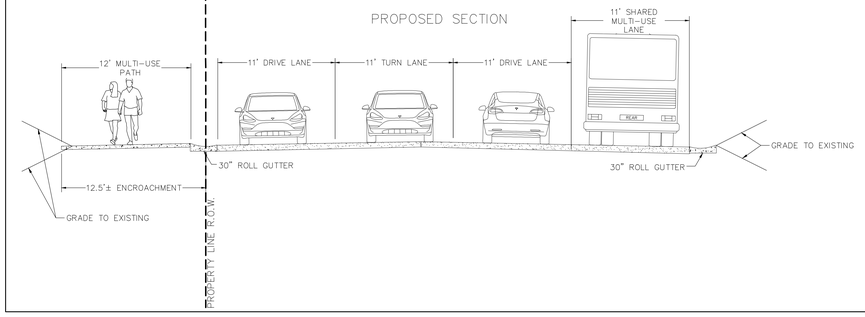

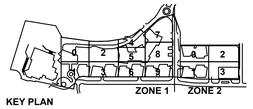

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SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-3

MULTI-USE PATH

SIDEWALK

8'-10' WIDE MULTI-USE PATH

8'-12' WIDE MULTI-USE PATH

8'-10' WIDE MULTI-USE PATH

8'-12' WIDE MULTI-USE PATH

5' WIDE SIDEWALK

12' WIDE MULTI-USE PATH

TRANSIT CENTER & PASSENGER DROP OFF RAMP BELOW GRADE

12' WIDE MULTI-USE PATH

6' WIDE SIDEWALK

PROPOSED PLAZA

PROPOSED PLAZA

12' WIDE MULTI-USE PATH

5' WIDE SIDEWALK

12' WIDE MULTI-USE PATH

SKIER CLUB & SKI SCHOOL DROP OFF

ROYAL STREET

DEER VALLEY PLAZA

ASPEN WOOD CONDOMINIUMS

PINNACLE AT DEER VALLEY

IN THE TREES AT DEER VALLEY

FAWNGROVE

LAKESIDE AT DEER VALLEY

TRAIL'S END AT DEER VALLEY

DEER VALLEY RESORT

SNOW PARK LODGE

BLACK DIAMOND

POWDER RUN

RED STAG LODGE

COMSTOCK

COURCHEVEL

SILVER BARON LODGE AT DEER VALLEY

BRISTLECONE

AMBER DAYSTAR

FIRE STATION

CHAPARRAL

GLENFIDDICH

WILDFLOWER

LODGES AT DEER VALLEY

120' 0 120' 240'

KEY PLAN

ZONE 1 ZONE 2

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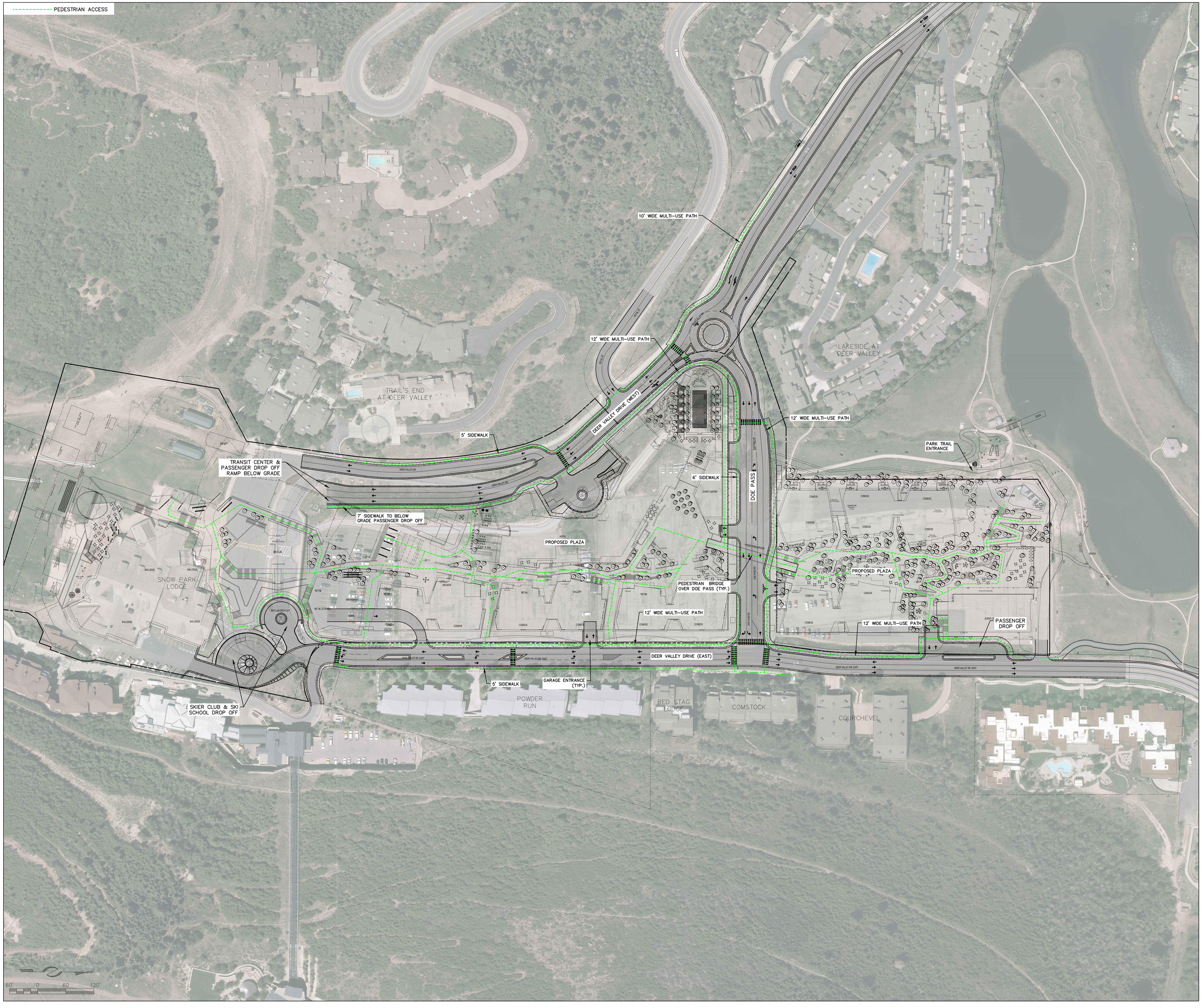
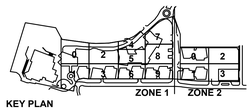
EX-4





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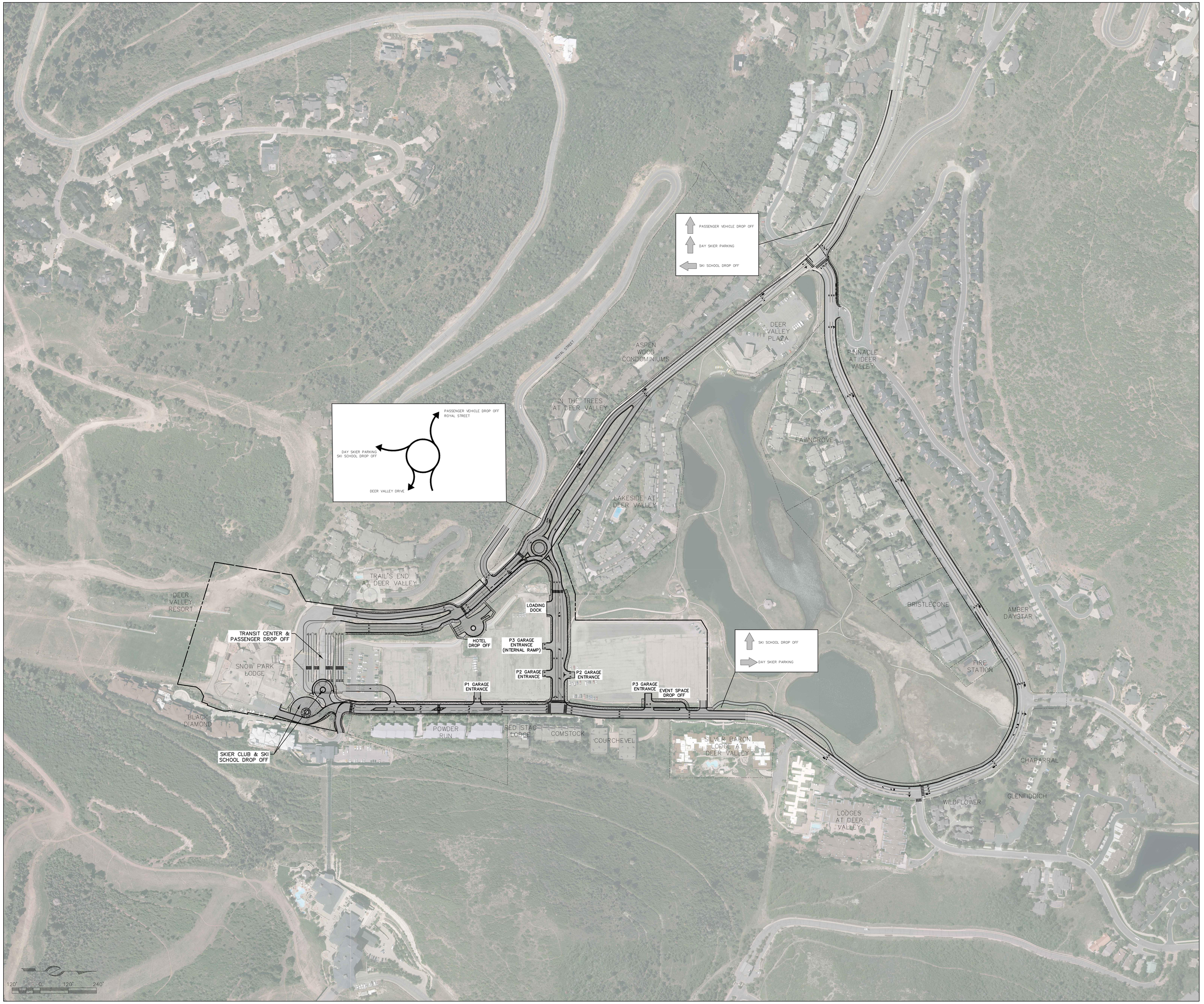
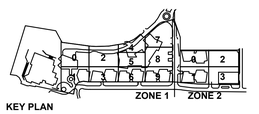
EX-5





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SNOW PARK DEER VALLEY ACCESS EXHIBITS

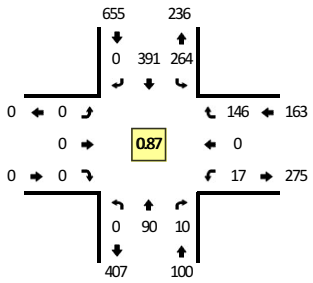
EX-6

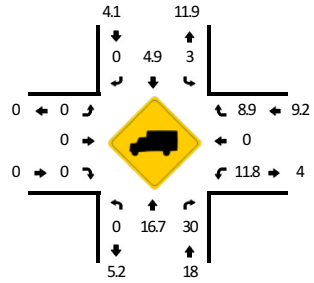
Attachment B: Counts

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

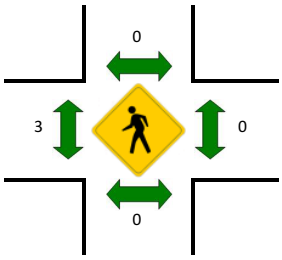
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 1) | **QC JOB #:** 16467001
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 9 2024

Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

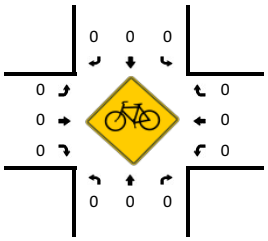


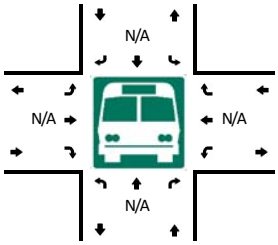


TRUE DATA TO IMPROVE MOBILITY

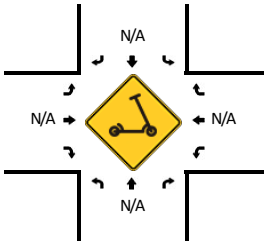












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 1) (Eastbound)				Deer Valley Dr N (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	14	3	0	49	89	0	0	0	0	0	0	4	0	37	0	196	
8:15 AM	0	16	3	0	53	84	0	0	0	0	0	0	3	0	38	0	197	
8:30 AM	0	17	1	0	71	112	0	0	0	0	0	0	4	0	37	1	243	
8:45 AM	0	33	2	0	78	110	0	0	0	0	0	0	1	0	39	0	263	899
9:00 AM	0	15	4	0	59	94	0	0	0	0	0	0	6	0	36	0	214	917
9:15 AM	0	25	3	0	56	75	0	0	0	0	0	0	5	0	34	0	198	918
9:30 AM	0	26	5	0	45	92	0	0	0	0	0	0	5	0	39	0	212	887
9:45 AM	0	39	3	0	45	75	0	0	0	0	0	0	6	0	46	0	214	838

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	132	8	0	312	440	0	0	0	0	0	0	4	0	156	0	1052
Heavy Trucks	0	4	4		0	24	0		0	0	0		0	0	16		48
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

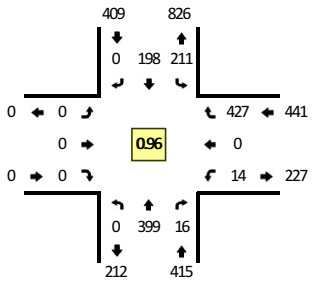
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

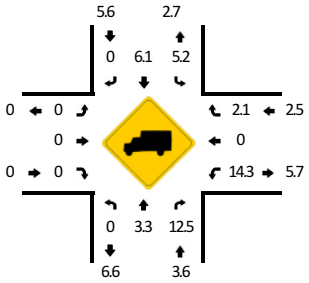
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 1)
CITY/STATE: Park City, UT

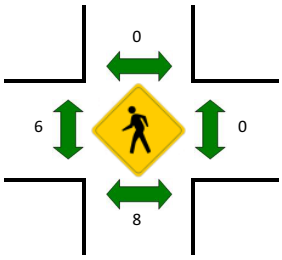
QC JOB #: 16467002
DATE: Fri, Feb 9 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

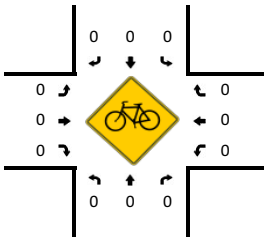


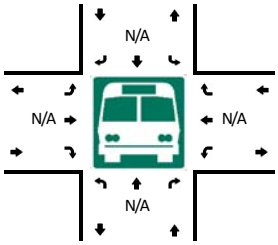




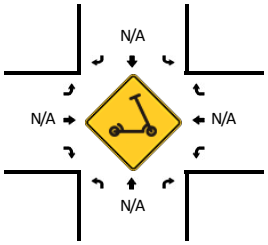












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 1) (Eastbound)				Deer Valley Dr N (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	64	1	0	39	46	0	0	0	0	0	0	5	0	111	0	266	
3:45 PM	0	77	5	0	57	64	0	0	0	0	0	0	7	0	121	0	331	
4:00 PM	0	104	5	0	51	39	0	0	0	0	0	0	5	0	111	0	315	
4:15 PM	0	106	3	0	55	61	0	0	0	0	0	0	0	0	96	0	321	1233
4:30 PM	0	112	3	0	48	34	0	0	0	0	0	0	2	0	99	0	298	1265
4:45 PM	0	112	2	0	46	53	0	0	0	0	0	0	2	0	98	0	313	1247
5:00 PM	0	118	4	0	37	40	0	0	0	0	0	0	3	0	100	0	302	1234
5:15 PM	0	88	4	0	46	47	0	0	0	0	0	0	3	0	100	0	288	1201

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	308	20	0	228	256	0	0	0	0	0	0	28	0	484	0	1324
Heavy Trucks	0	28	4		16	12	0		0	0	0		0	0	16		76
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:26 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

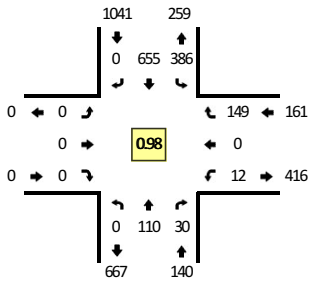
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

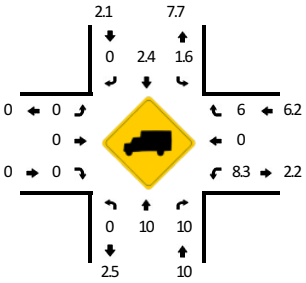
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 1)
CITY/STATE: Park City, UT

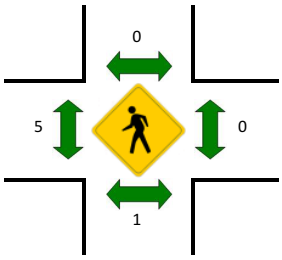
QC JOB #: 16467003
DATE: Sat, Feb 10 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

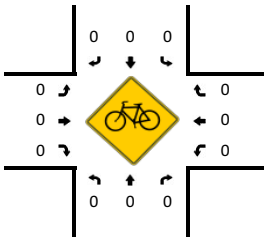


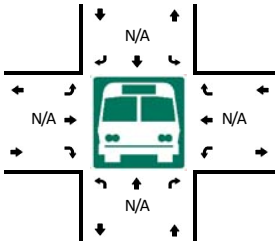




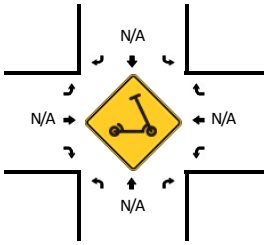












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 1) (Eastbound)				Deer Valley Dr N (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	15	3	0	97	177	0	0	0	0	0	0	2	0	41	0	335	
8:15 AM	0	22	3	0	102	174	0	0	0	0	0	0	2	0	31	0	334	
8:30 AM	0	34	10	0	88	156	0	0	0	0	0	0	3	0	39	0	330	
8:45 AM	0	39	14	0	99	148	0	0	0	0	0	0	5	0	38	0	343	1342
9:00 AM	0	40	24	0	93	130	0	0	0	0	0	0	0	0	36	0	323	1330
9:15 AM	0	62	35	0	86	99	0	0	0	0	0	0	11	0	52	0	345	1341
9:30 AM	0	33	32	0	47	108	0	0	0	0	0	0	9	0	56	0	285	1296
9:45 AM	0	77	15	0	64	96	0	0	0	0	0	0	17	0	65	1	335	1288

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	156	56	0	396	592	0	0	0	0	0	0	20	0	152	0	1372
Heavy Trucks	0	12	4		8	12	0		0	0	0		0	0	8		44
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

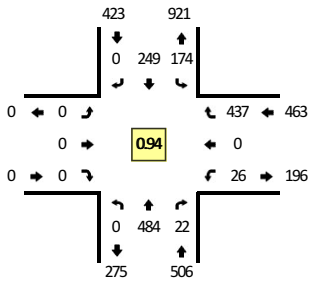
Report generated on 2/14/2024 10:26 AM

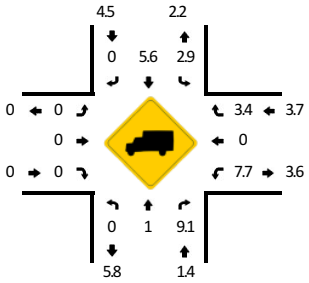
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

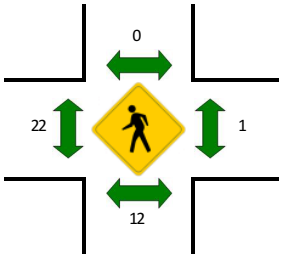
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 1) | **QC JOB #:** 16467004
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 10 2024

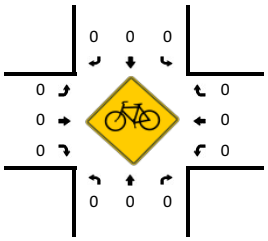
Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

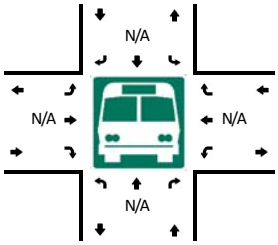




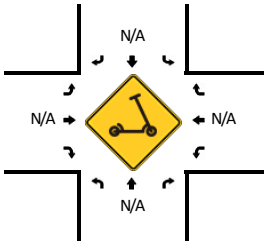












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 1) (Eastbound)				Deer Valley Dr N (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	117	3	0	41	62	0	0	0	0	0	0	7	0	112	0	342	
3:45 PM	0	127	10	0	40	73	0	0	0	0	0	0	8	0	113	0	371	
4:00 PM	0	114	6	0	43	63	0	0	0	0	0	0	7	0	114	0	347	
4:15 PM	0	126	3	0	50	51	0	0	0	0	0	0	4	0	98	0	332	1392
4:30 PM	0	121	5	0	34	43	0	0	0	0	0	0	6	0	109	0	318	1368
4:45 PM	0	119	3	0	49	51	0	0	0	0	0	0	3	0	107	0	332	1329
5:00 PM	0	100	2	0	44	37	0	0	0	0	0	0	5	0	113	0	301	1283
5:15 PM	0	79	5	0	37	45	0	0	0	0	0	0	1	0	79	0	246	1197

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	508	40	0	160	292	0	0	0	0	0	0	32	0	452	0	1484
Heavy Trucks	0	8	4		4	20	0		0	0	0		4	0	20		60
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

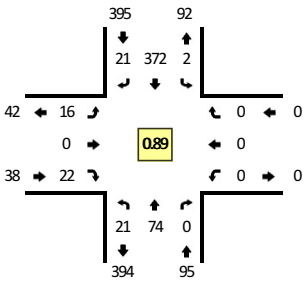
Comments:

Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

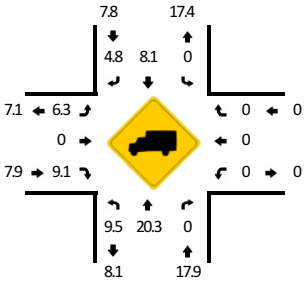
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

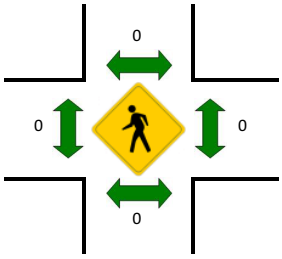
LOCATION: Deer Valley W -- Royal St (Round 1) | **QC JOB #:** 16467005
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 9 2024

Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

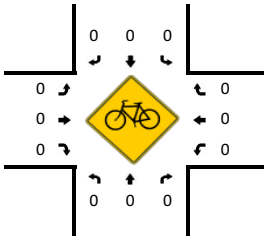


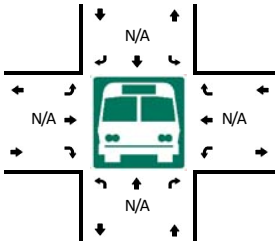




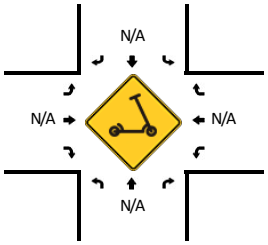












15-Min Count Period Beginning At	Deer Valley W (Northbound)				Deer Valley W (Southbound)				Royal St (Round 1) (Eastbound)				Royal St (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	8	0	0	0	69	11	0	3	0	5	0	0	0	0	0	98	
8:15 AM	0	11	0	0	0	62	16	0	2	0	4	0	0	0	0	0	95	
8:30 AM	4	17	0	0	0	104	4	0	2	0	10	0	0	0	0	0	141	
8:45 AM	11	25	0	0	0	99	7	1	4	0	2	0	0	0	0	0	149	483
9:00 AM	3	10	0	0	0	92	8	0	3	0	4	0	0	0	0	0	120	505
9:15 AM	3	22	0	0	0	77	2	1	7	0	6	0	0	0	0	0	118	528
9:30 AM	2	23	0	0	0	79	6	1	2	0	3	0	0	0	0	0	116	503
9:45 AM	2	29	0	1	0	73	10	0	4	0	9	0	0	0	0	0	128	482

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	100	0	0	0	396	28	4	16	0	8	0	0	0	0	0	596
Heavy Trucks	0	8	0		0	20	4		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

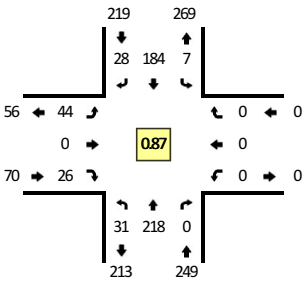
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

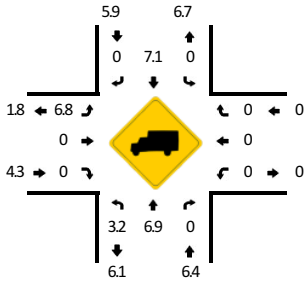
LOCATION: Deer Valley W -- Royal St (Round 1)
CITY/STATE: Park City, UT

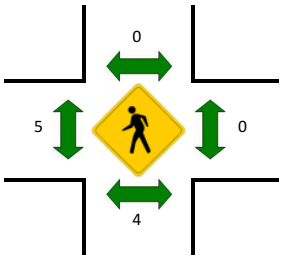
QC JOB #: 16467006
DATE: Fri, Feb 9 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

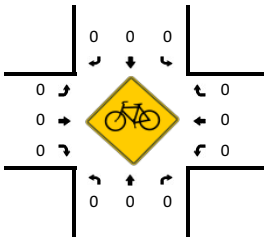


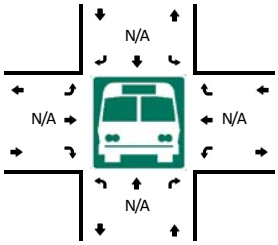




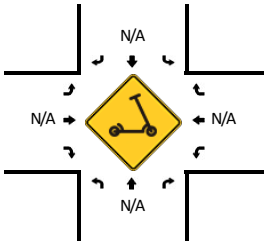












15-Min Count Period Beginning At	Deer Valley W (Northbound)				Deer Valley W (Southbound)				Royal St (Round 1) (Eastbound)				Royal St (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	3	30	0	0	0	53	8	1	14	0	10	0	0	0	0	0	119	
3:45 PM	5	44	0	0	0	59	8	0	8	0	8	0	0	0	0	0	132	
4:00 PM	5	69	0	0	0	35	4	1	14	0	2	0	0	0	0	0	130	
4:15 PM	11	52	0	2	0	57	10	6	9	0	7	0	0	0	0	0	154	535
4:30 PM	7	53	0	1	0	33	6	0	13	0	9	0	0	0	0	0	122	538
4:45 PM	6	46	0	0	0	43	12	0	11	0	5	0	0	0	0	0	123	529
5:00 PM	7	49	0	0	0	34	4	1	7	0	5	0	0	0	0	0	107	506
5:15 PM	5	25	0	2	0	41	10	2	11	0	8	0	0	0	0	0	104	456

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	208	0	8	0	228	40	24	36	0	28	0	0	0	0	0	616
Heavy Trucks	4	8	0		0	20	0		4	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:26 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

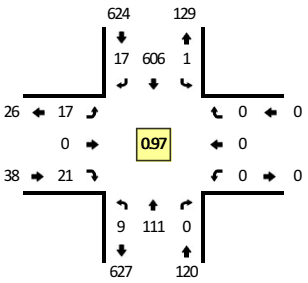
Type of peak hour being reported: Intersection Peak

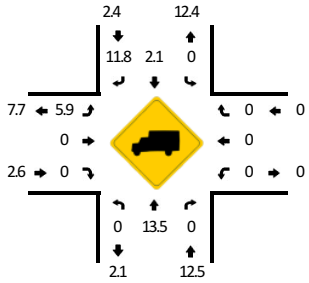
Method for determining peak hour: Total Entering Volume

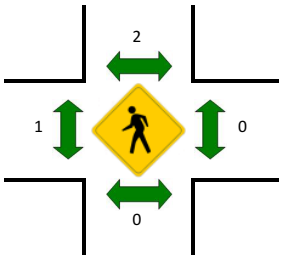
LOCATION: Deer Valley W -- Royal St (Round 1)
CITY/STATE: Park City, UT

QC JOB #: 16467007
DATE: Sat, Feb 10 2024

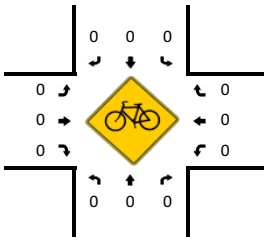
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

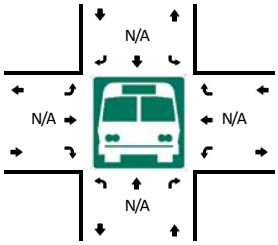




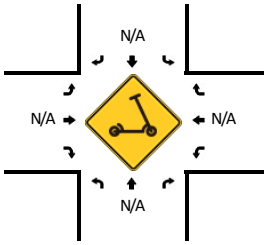












15-Min Count Period Beginning At	Deer Valley W (Northbound)				Deer Valley W (Southbound)				Royal St (Round 1) (Eastbound)				Royal St (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	9	0	0	0	173	4	0	3	0	3	0	0	0	0	0	192	
8:15 AM	1	20	0	0	0	156	5	0	3	0	7	0	0	0	0	0	192	
8:30 AM	4	33	0	0	0	144	4	0	6	0	6	0	0	0	0	0	197	
8:45 AM	4	49	0	0	0	133	4	1	5	0	5	0	0	0	0	0	201	782
9:00 AM	5	38	0	0	0	87	3	6	5	0	4	0	0	0	0	0	148	738
9:15 AM	3	57	0	0	0	136	5	3	6	0	4	0	0	0	0	0	214	760
9:30 AM	5	37	0	1	0	109	5	1	2	0	6	0	0	0	0	0	166	729
9:45 AM	3	64	0	1	0	107	7	1	14	0	6	0	0	0	0	0	203	731

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	196	0	0	0	532	16	4	20	0	20	0	0	0	0	0	804
Heavy Trucks	0	16	0		0	16	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:26 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

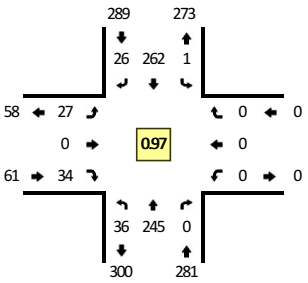
Type of peak hour being reported: Intersection Peak

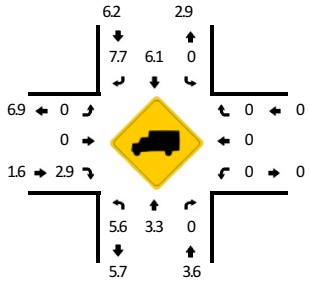
Method for determining peak hour: Total Entering Volume

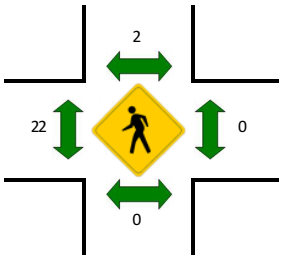
LOCATION: Deer Valley W -- Royal St (Round 1)
CITY/STATE: Park City, UT

QC JOB #: 16467008
DATE: Sat, Feb 10 2024

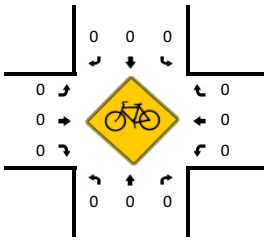
Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

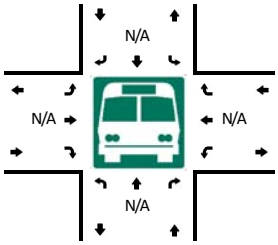




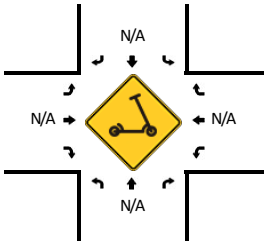












15-Min Count Period Beginning At	Deer Valley W (Northbound)				Deer Valley W (Southbound)				Royal St (Round 1) (Eastbound)				Royal St (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	5	56	0	1	0	65	9	0	10	0	10	0	0	0	0	0	156	
3:45 PM	7	58	0	1	0	73	6	0	8	0	9	0	0	0	0	0	162	
4:00 PM	5	63	0	2	0	63	6	1	4	0	8	0	0	0	0	0	152	
4:15 PM	15	68	0	0	0	61	5	0	5	0	7	0	0	0	0	0	161	631
4:30 PM	4	49	0	0	0	45	5	0	7	0	7	0	0	0	0	0	117	592
4:45 PM	7	56	0	1	0	45	8	1	2	0	9	0	0	0	0	0	129	559
5:00 PM	7	29	0	0	0	33	6	1	9	0	6	0	0	0	0	0	91	498
5:15 PM	6	36	0	0	0	31	9	0	9	0	3	0	0	0	0	0	94	431

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	232	0	4	0	292	24	0	32	0	36	0	0	0	0	0	648
Heavy Trucks	4	4	0		0	24	4		0	0	4		0	0	0		40
Buses																	
Pedestrians		0				0				28				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

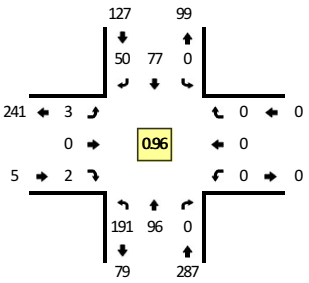
Report generated on 2/14/2024 10:26 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

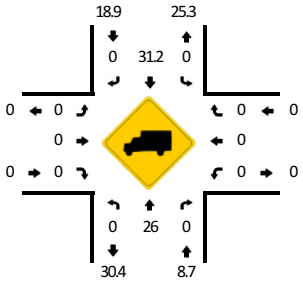
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

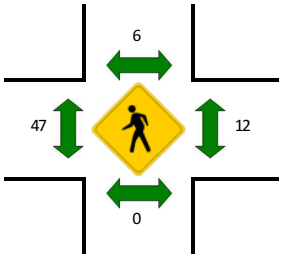
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 1) | **QC JOB #:** 16467009
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 9 2024

Peak-Hour: 9:00 AM -- 10:00 AM
Peak 15-Min: 9:15 AM -- 9:30 AM

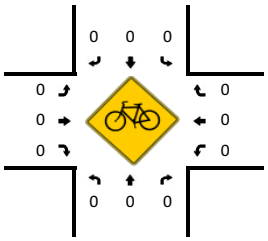


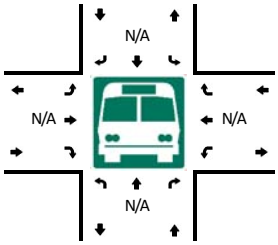
TRUE DATA TO IMPROVE MOBILITY



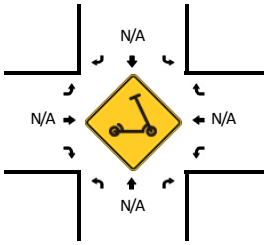












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 1) (Eastbound)				Doe Pass Rd (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	1	11	0	0	0	41	2	0	0	0	0	0	0	0	0	0	55	
8:15 AM	0	13	0	0	0	53	0	0	0	0	0	0	0	0	0	0	66	
8:30 AM	3	23	0	0	0	55	10	0	0	0	0	0	0	0	0	0	91	
8:45 AM	6	20	0	0	0	41	19	0	0	0	0	0	0	0	0	0	86	298
9:00 AM	36	23	0	0	0	17	19	0	2	0	0	0	0	0	0	0	97	340
9:15 AM	60	18	0	0	0	19	10	0	1	0	1	0	0	0	0	0	109	383
9:30 AM	45	25	0	0	0	22	14	0	0	0	0	0	0	0	0	0	106	398
9:45 AM	50	30	0	0	0	19	7	0	0	0	1	0	0	0	0	0	107	419

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	240	72	0	0	0	76	40	0	4	0	4	0	0	0	0	0	436
Heavy Trucks	0	8	0		0	36	0		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				44				0			44
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:26 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

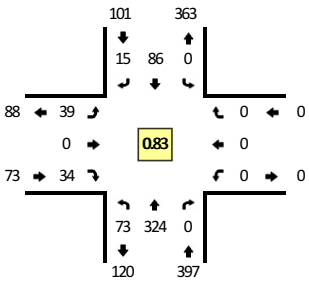
Type of peak hour being reported: Intersection Peak

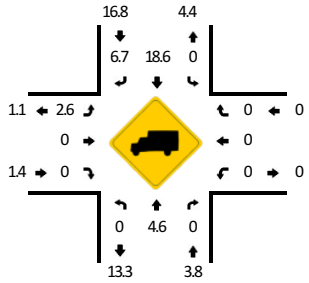
Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 1)
CITY/STATE: Park City, UT

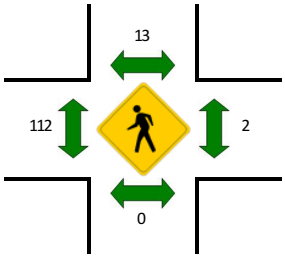
QC JOB #: 16467010
DATE: Fri, Feb 9 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

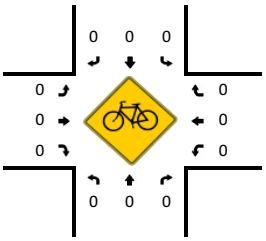


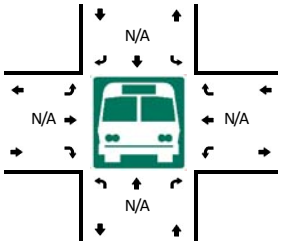


TRUE DATA TO IMPROVE MOBILITY

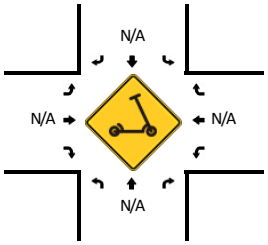












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 1) (Eastbound)				Doe Pass Rd (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	7	69	0	0	0	20	1	0	5	0	7	0	0	0	0	0	109	
3:45 PM	7	89	0	0	0	18	3	0	7	0	4	0	0	0	0	0	128	
4:00 PM	18	76	0	0	0	28	2	0	7	0	5	0	0	0	0	0	136	
4:15 PM	22	97	0	0	0	23	4	0	13	0	14	0	0	0	0	0	173	546
4:30 PM	26	62	0	0	0	17	6	0	12	0	11	0	0	0	0	0	134	571
4:45 PM	12	59	0	0	0	23	5	0	7	0	7	0	0	0	0	0	113	556
5:00 PM	13	54	0	0	0	13	4	0	3	0	8	0	0	0	0	0	95	515
5:15 PM	8	38	0	0	0	21	2	0	3	0	1	0	0	0	0	0	73	415

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	88	388	0	0	0	92	16	0	52	0	56	0	0	0	0	0	692
Heavy Trucks	0	16	0		0	8	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				28				128				0			156
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/14/2024 10:27 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

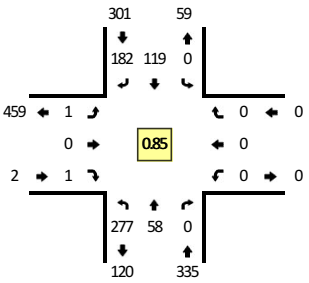
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

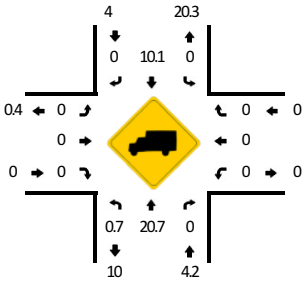
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 1)
CITY/STATE: Park City, UT

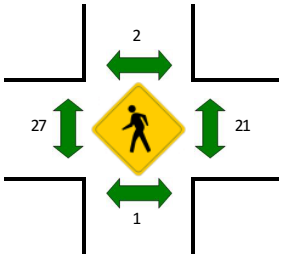
QC JOB #: 16467011
DATE: Sat, Feb 10 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

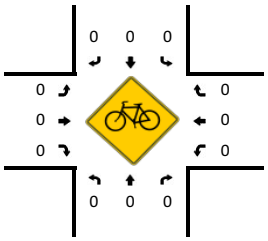


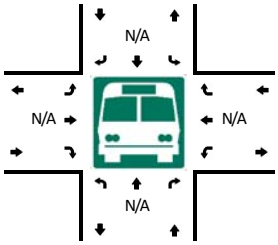




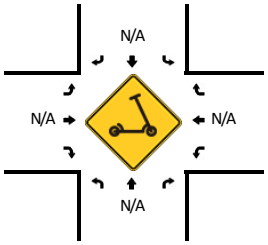












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 1) (Eastbound)				Doe Pass Rd (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	12	8	0	0	0	63	16	0	0	0	0	0	0	0	0	0	99	
8:15 AM	88	12	0	0	0	14	59	0	1	0	0	0	0	0	0	0	174	
8:30 AM	91	22	0	0	0	19	56	0	0	0	0	0	0	0	0	0	188	
8:45 AM	86	16	0	0	0	23	51	0	0	0	1	0	0	0	0	0	177	638
9:00 AM	41	4	0	0	0	7	40	0	0	0	1	0	0	0	0	0	93	632
9:15 AM	57	11	0	0	0	36	32	0	0	0	0	0	0	0	0	0	136	594
9:30 AM	48	58	0	0	0	24	1	0	0	0	0	0	0	0	0	0	131	537
9:45 AM	5	77	0	0	0	26	0	0	1	0	2	0	0	0	0	0	111	471

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	364	88	0	0	0	76	224	0	0	0	0	0	0	0	0	0	752
Heavy Trucks	0	12	0		0	12	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				0				32				36			68
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

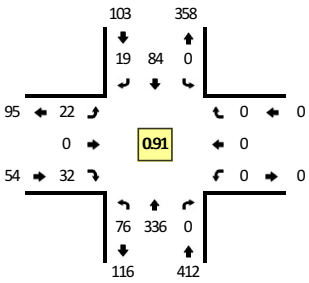
Report generated on 2/14/2024 10:27 AM

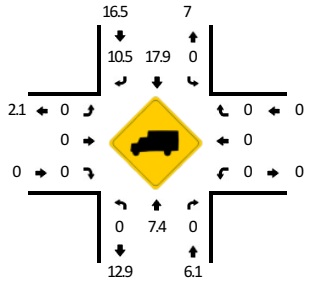
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

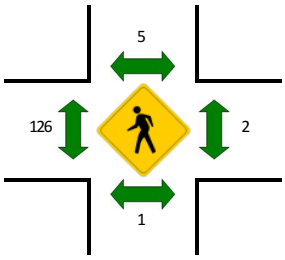
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 1) | **QC JOB #:** 16467012
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 10 2024

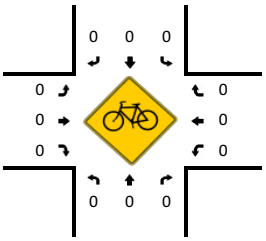
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

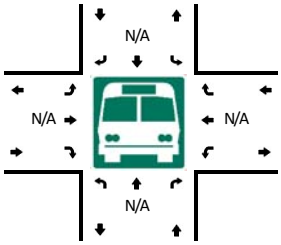




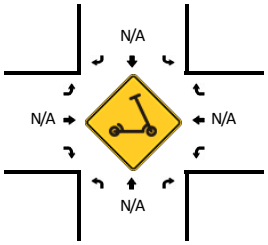












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 1) (Eastbound)				Doe Pass Rd (Round 1) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	10	73	0	0	0	18	1	1	8	0	15	0	0	0	0	0	126	
3:45 PM	23	77	0	0	0	20	4	0	1	0	4	0	0	0	0	0	129	
4:00 PM	15	84	0	0	0	23	7	0	4	0	12	0	0	0	0	0	145	
4:15 PM	21	84	0	0	0	19	3	0	5	0	7	0	0	0	0	0	139	539
4:30 PM	17	91	0	0	0	22	5	0	12	0	9	0	0	0	0	0	156	569
4:45 PM	13	53	0	0	0	24	3	0	3	0	11	0	0	0	0	0	107	547
5:00 PM	9	54	0	0	0	23	3	0	3	0	5	0	0	0	0	0	97	499
5:15 PM	9	40	0	0	0	13	1	0	5	0	4	0	0	0	0	0	72	432

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	364	0	0	0	88	20	0	48	0	36	0	0	0	0	0	624
Heavy Trucks	0	28	0		0	16	4		0	0	0		0	0	0		48
Buses																	
Pedestrians		0				4				64				4			72
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

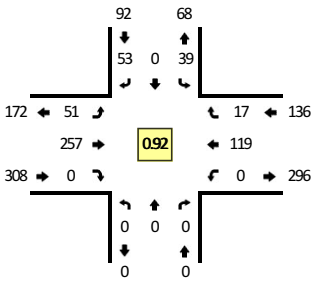
Comments:

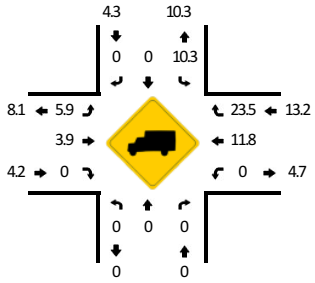
Report generated on 2/14/2024 10:27 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

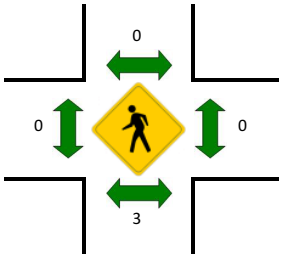
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

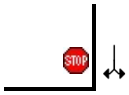
LOCATION: Solamere Dr -- Deer Valley Dr N | **QC JOB #:** 16467013
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

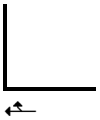
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

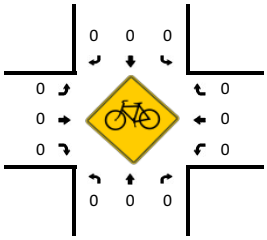


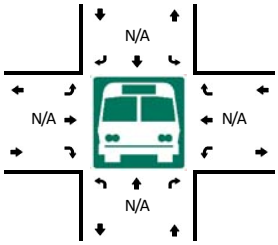


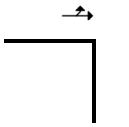




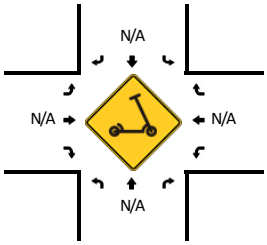












15-Min Count Period Beginning At	Solamere Dr (Northbound)				Solamere Dr (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	8	0	8	0	18	80	0	0	0	30	1	0	145	
8:15 AM	0	0	0	0	8	0	18	0	11	72	0	0	0	23	4	0	136	
8:30 AM	0	0	0	0	7	0	11	0	8	50	0	0	0	32	7	0	115	
8:45 AM	0	0	0	0	16	0	16	0	14	55	0	0	0	34	5	0	140	536
9:00 AM	0	0	0	0	6	0	12	0	17	45	0	0	0	41	10	0	131	522
9:15 AM	0	0	0	0	8	0	14	0	26	51	0	0	0	33	4	0	136	522
9:30 AM	0	0	0	0	10	0	18	0	15	40	0	0	0	35	10	0	128	535
9:45 AM	0	0	0	0	5	0	14	0	13	29	0	0	0	40	4	0	105	500

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	32	0	32	0	72	320	0	0	0	120	4	0	580
Heavy Trucks	0	0	0		4	0	0		8	4	0		0	16	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Solamere Dr -- Deer Valley Dr N

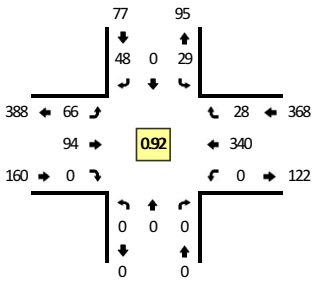
CITY/STATE: Park City, UT

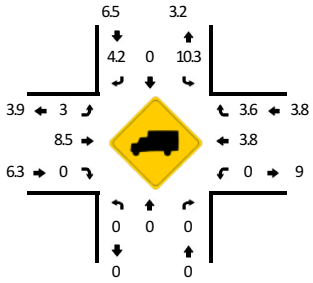
QC JOB #: 16467014

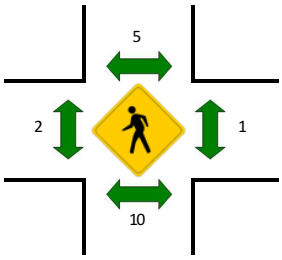
DATE: Fri, Feb 16 2024

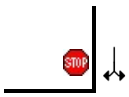
Peak-Hour: 3:45 PM -- 4:45 PM

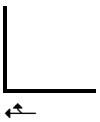
Peak 15-Min: 4:15 PM -- 4:30 PM

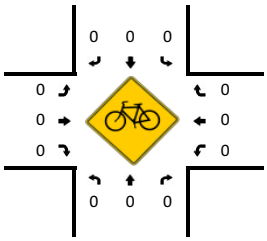


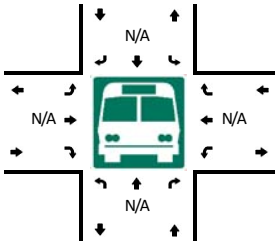


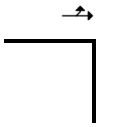




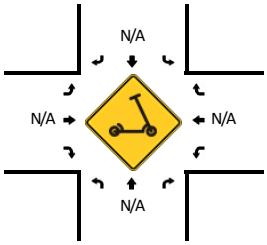












15-Min Count Period Beginning At	Solamere Dr (Northbound)				Solamere Dr (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	3	0	9	0	11	26	0	0	0	84	9	0	142	
3:45 PM	0	0	0	0	7	0	9	0	14	19	0	0	0	71	4	0	124	
4:00 PM	0	0	0	0	6	0	18	1	12	23	0	0	0	86	10	0	156	
4:15 PM	0	0	0	0	11	0	12	0	23	24	0	0	0	90	5	0	165	587
4:30 PM	0	0	0	0	4	0	9	0	17	28	0	0	0	93	9	0	160	605
4:45 PM	0	0	0	0	3	0	14	0	14	17	0	1	0	61	11	0	121	602
5:00 PM	0	0	0	0	1	0	14	1	12	14	0	0	0	54	10	0	106	552
5:15 PM	0	0	0	0	3	0	8	1	12	23	0	0	0	50	16	0	113	500

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	44	0	48	0	92	96	0	0	0	360	20	0	660
Heavy Trucks	0	0	0		4	0	0		0	16	0		0	16	0		36
Buses																	
Pedestrians		16				20				0				4			40
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

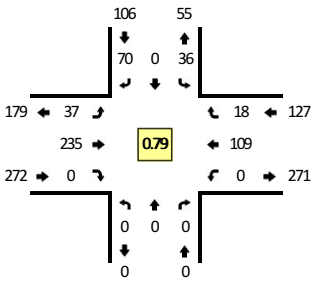
Report generated on 2/28/2024 7:03 AM

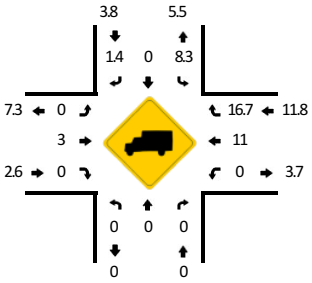
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

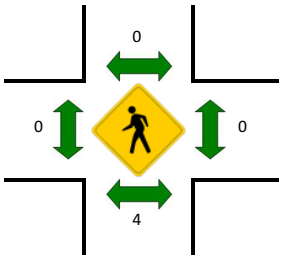
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

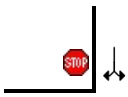
LOCATION: Solamere Dr -- Deer Valley Dr N | **QC JOB #:** 16467015
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

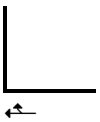
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

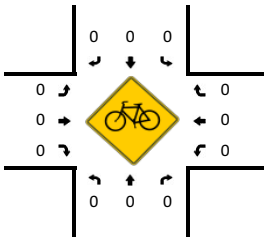


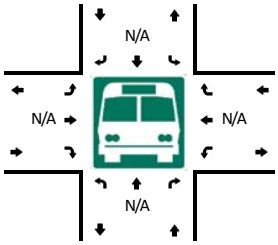


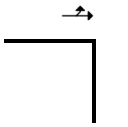




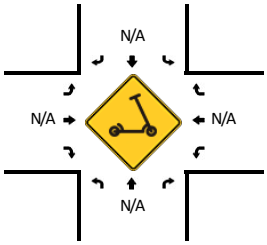












15-Min Count Period Beginning At	Solamere Dr (Northbound)				Solamere Dr (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	6	0	11	0	10	99	0	0	0	27	6	0	159	
8:15 AM	0	0	0	0	15	0	14	0	8	66	0	0	0	28	3	0	134	
8:30 AM	0	0	0	0	10	0	27	0	12	41	0	0	0	23	6	0	119	
8:45 AM	0	0	0	0	5	0	18	0	7	29	0	0	0	31	3	0	93	505
9:00 AM	0	0	0	0	9	0	17	0	10	28	0	0	0	22	8	0	94	440
9:15 AM	0	0	0	0	10	0	14	0	11	21	0	0	0	17	2	0	75	381
9:30 AM	0	0	0	0	6	0	19	0	7	30	0	0	0	31	4	0	97	359
9:45 AM	0	0	0	0	1	0	13	0	11	26	0	0	0	45	6	0	102	368

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	24	0	44	0	40	396	0	0	0	108	24	0	636
Heavy Trucks	0	0	0		8	0	0		0	8	0		0	12	4		32
Buses																	
Pedestrians		8				0				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Solamere Dr -- Deer Valley Dr N

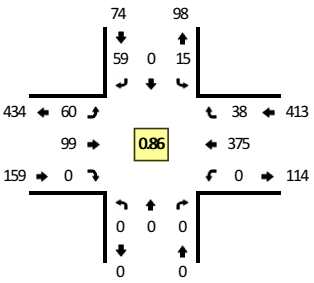
CITY/STATE: Park City, UT

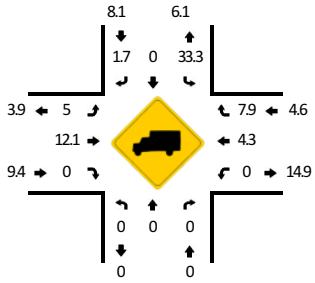
QC JOB #: 16467016

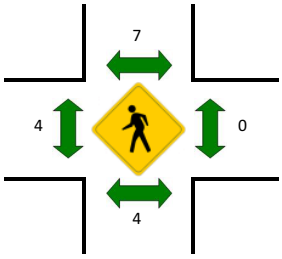
DATE: Sat, Feb 17 2024

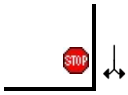
Peak-Hour: 3:45 PM -- 4:45 PM

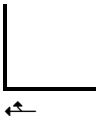
Peak 15-Min: 4:15 PM -- 4:30 PM

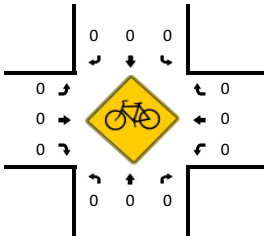


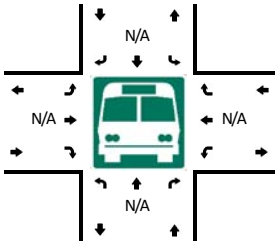


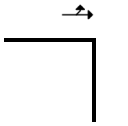




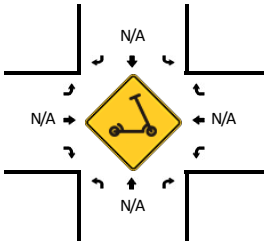












15-Min Count Period Beginning At	Solamere Dr (Northbound)				Solamere Dr (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	5	0	15	0	17	20	0	0	0	71	8	0	136	
3:45 PM	0	0	0	0	1	0	11	0	15	28	0	0	0	76	8	0	139	
4:00 PM	0	0	0	0	4	0	12	0	18	22	0	0	0	89	9	0	154	
4:15 PM	0	0	0	0	5	0	14	0	12	26	0	0	0	117	14	0	188	617
4:30 PM	0	0	0	0	5	0	22	0	15	23	0	0	0	93	7	0	165	646
4:45 PM	0	0	0	0	2	0	8	1	15	18	0	0	0	82	8	0	134	641
5:00 PM	0	0	0	0	5	0	18	0	20	32	0	0	0	56	8	0	139	626
5:15 PM	0	0	0	0	1	0	12	0	17	28	0	0	0	51	5	0	114	552

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	20	0	56	0	48	104	0	0	0	468	56	0	752
Heavy Trucks	0	0	0		4	0	0		0	12	0		0	16	0		32
Buses																	
Pedestrians		0				8				8				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

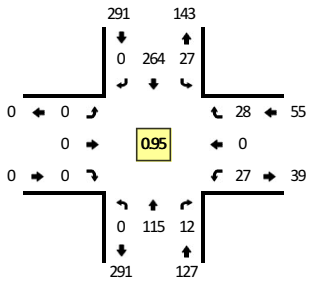
Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

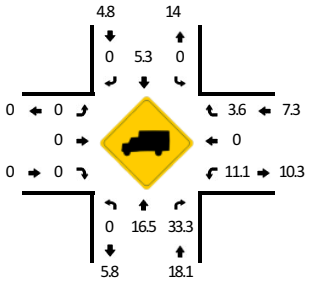
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

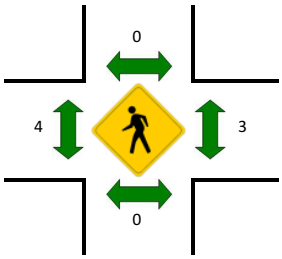
LOCATION: Deer Valley Dr E -- Queen Esther Dr | **QC JOB #:** 16467017
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

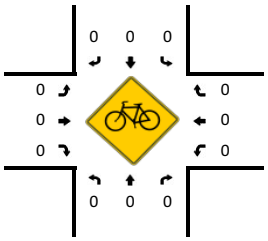


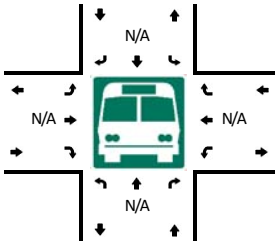
TRUE DATA TO IMPROVE MOBILITY



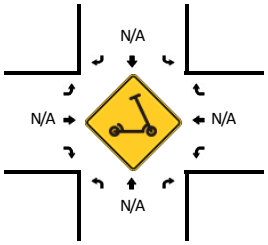












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Queen Esther Dr (Eastbound)				Queen Esther Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	28	2	0	5	81	0	0	0	0	0	0	4	0	5	0	125	
8:15 AM	0	22	3	0	8	72	0	0	0	0	0	0	9	0	7	0	121	
8:30 AM	0	29	3	0	7	51	0	0	0	0	0	0	4	0	9	0	103	
8:45 AM	0	36	4	0	7	60	0	0	0	0	0	0	10	0	7	0	124	473
9:00 AM	0	40	7	0	9	49	0	0	0	0	0	0	5	0	10	0	120	468
9:15 AM	0	27	7	0	11	48	0	0	0	0	0	0	13	0	7	0	113	460
9:30 AM	0	28	2	0	4	44	0	0	0	0	0	0	8	0	17	0	103	460
9:45 AM	0	37	8	0	8	25	0	0	0	0	0	0	5	0	8	0	91	427

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	112	8	0	20	324	0	0	0	0	0	0	16	0	20	0	500
Heavy Trucks	0	20	4		0	8	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				4				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

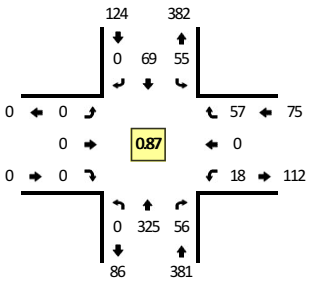
Comments:

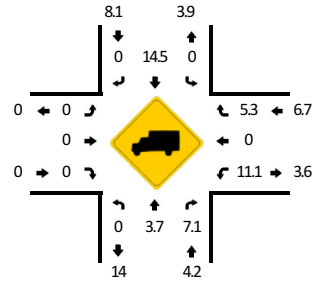
Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

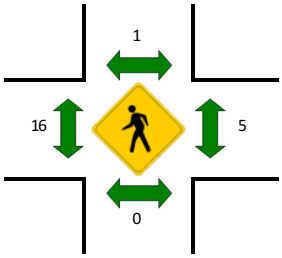
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr E -- Queen Esther Dr | **QC JOB #:** 16467018
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

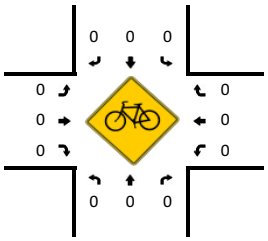
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

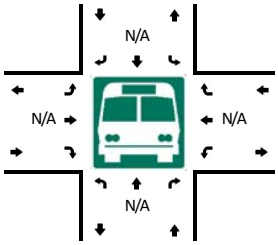




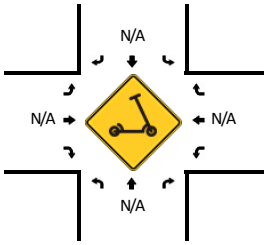












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Queen Esther Dr (Eastbound)				Queen Esther Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	84	9	0	14	17	0	0	0	0	0	0	8	0	6	0	138	
3:45 PM	0	62	4	0	10	16	0	0	0	0	0	0	3	0	11	0	106	
4:00 PM	0	87	16	0	12	20	0	0	0	0	0	0	2	0	11	0	148	
4:15 PM	0	94	14	0	15	19	0	0	0	0	0	0	8	0	16	0	166	558
4:30 PM	0	82	22	0	18	14	0	0	0	0	0	0	4	0	19	1	160	580
4:45 PM	0	55	10	0	11	13	0	0	0	0	0	0	5	0	9	1	104	578
5:00 PM	0	58	21	0	7	7	0	0	0	0	0	0	4	0	11	0	108	538
5:15 PM	0	56	18	0	11	15	0	0	0	0	0	0	7	0	8	0	115	487

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	376	56	0	60	76	0	0	0	0	0	0	32	0	64	0	664
Heavy Trucks	0	16	0		0	20	0		0	0	0		4	0	4		44
Buses																	
Pedestrians		0				0				28				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

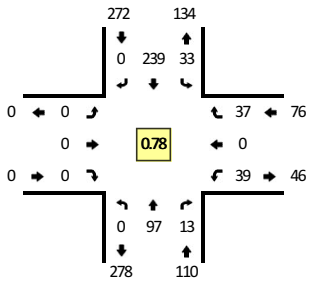
Type of peak hour being reported: Intersection Peak

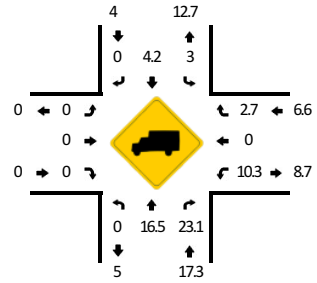
Method for determining peak hour: Total Entering Volume

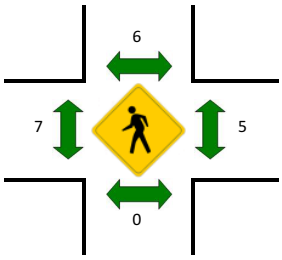
LOCATION: Deer Valley Dr E -- Queen Esther Dr
CITY/STATE: Park City, UT

QC JOB #: 16467019
DATE: Sat, Feb 17 2024

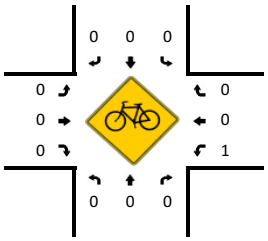
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

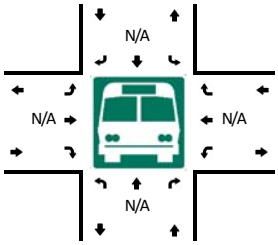




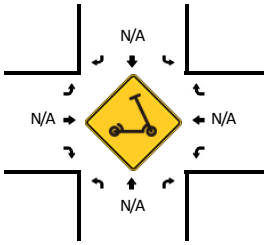












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Queen Esther Dr (Eastbound)				Queen Esther Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	24	1	0	6	99	0	0	0	0	0	0	6	0	10	0	146	
8:15 AM	0	21	5	0	9	72	0	0	0	0	0	0	15	0	12	0	134	
8:30 AM	0	23	2	0	7	43	0	0	0	0	0	0	8	0	7	0	90	
8:45 AM	0	29	5	0	11	25	0	0	0	0	0	0	10	0	8	0	88	458
9:00 AM	0	26	3	0	6	31	0	0	0	0	0	0	7	0	6	0	79	391
9:15 AM	0	17	5	0	9	22	0	0	0	0	0	0	9	0	7	0	69	326
9:30 AM	0	30	4	0	9	24	0	0	0	0	0	0	4	0	8	0	79	315
9:45 AM	0	40	8	0	11	17	0	0	0	0	0	0	6	0	10	0	92	319

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	96	4	0	24	396	0	0	0	0	0	0	24	0	40	0	584
Heavy Trucks	0	16	4		0	16	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				4				8			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

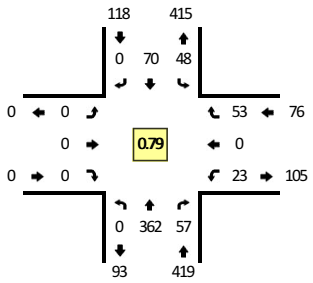
Report generated on 2/28/2024 7:03 AM

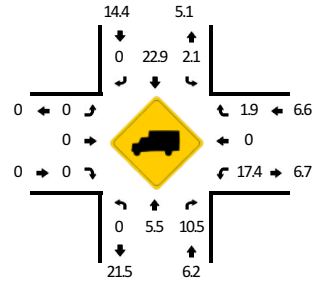
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

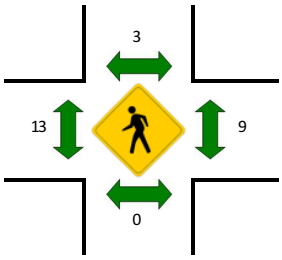
LOCATION: Deer Valley Dr E -- Queen Esther Dr | **QC JOB #:** 16467020
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

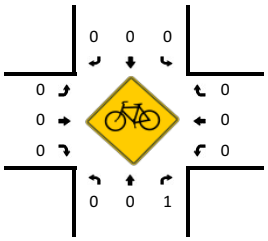


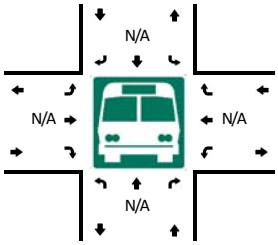


TRUE DATA TO IMPROVE MOBILITY

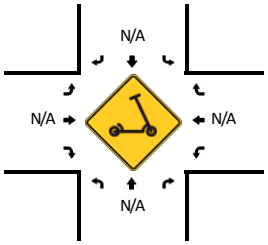












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Queen Esther Dr (Eastbound)				Queen Esther Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	71	9	0	7	21	0	0	0	0	0	0	2	0	13	0	123	
3:45 PM	0	69	11	0	10	15	0	0	0	0	0	0	4	0	11	0	120	
4:00 PM	0	91	13	0	9	17	0	0	0	0	0	0	13	0	7	0	150	
4:15 PM	0	120	17	0	15	22	0	0	0	0	0	0	4	0	15	0	193	586
4:30 PM	0	82	16	0	14	16	0	0	0	0	0	0	2	0	20	0	150	613
4:45 PM	0	79	8	0	7	11	0	0	0	0	0	0	5	0	8	0	118	611
5:00 PM	0	49	12	0	21	16	0	0	0	0	0	0	10	0	14	0	122	583
5:15 PM	0	43	11	0	16	14	0	0	0	0	0	0	4	0	13	0	101	491

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	480	68	0	60	88	0	0	0	0	0	0	16	0	60	0	772
Heavy Trucks	0	16	8		4	12	0		0	0	0		8	0	0		48
Buses																	
Pedestrians		0				8				28				0			36
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

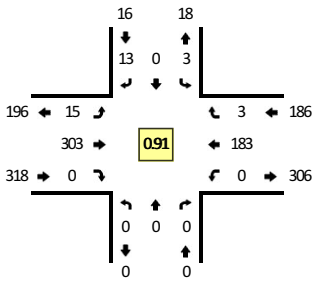
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

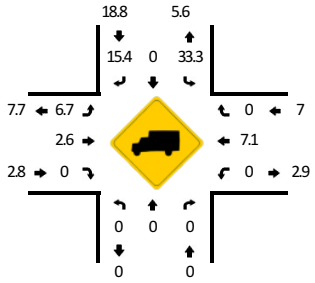
LOCATION: Amber Rd -- Deer Valley Dr N
CITY/STATE: Park City, UT

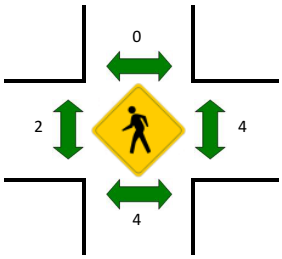
QC JOB #: 16467021
DATE: Fri, Feb 16 2024

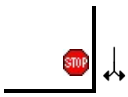
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

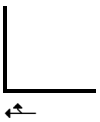


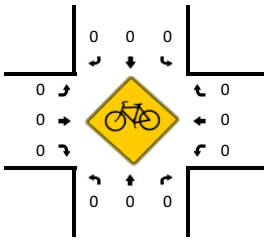


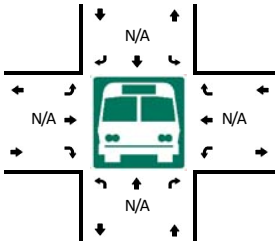


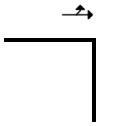




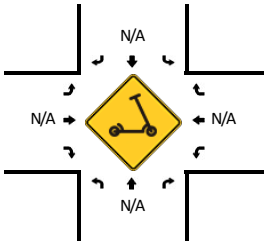












15-Min Count Period Beginning At	Amber Rd (Northbound)				Amber Rd (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	0	0	5	0	2	98	0	0	0	38	0	0	143	
8:15 AM	0	0	0	0	1	0	1	0	2	81	0	0	0	48	0	0	133	
8:30 AM	0	0	0	0	1	0	3	0	2	59	0	0	0	44	1	0	110	
8:45 AM	0	0	0	0	1	0	4	0	9	65	0	0	0	53	2	0	134	520
9:00 AM	0	0	0	0	1	0	7	0	6	67	0	0	0	49	1	0	131	508
9:15 AM	0	0	0	0	2	0	5	0	4	75	0	0	0	49	1	0	136	511
9:30 AM	0	0	0	0	1	0	2	0	2	52	0	0	0	57	0	0	114	515
9:45 AM	0	0	0	0	0	0	5	0	4	47	0	0	0	55	0	0	111	492

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	20	0	8	392	0	0	0	152	0	0	572
Heavy Trucks	0	0	0		0	0	4		0	8	0		0	12	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

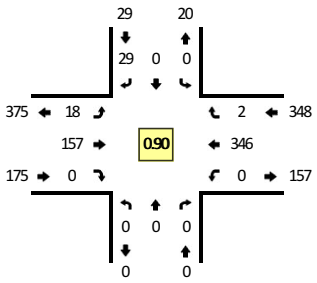
Report generated on 2/28/2024 7:03 AM

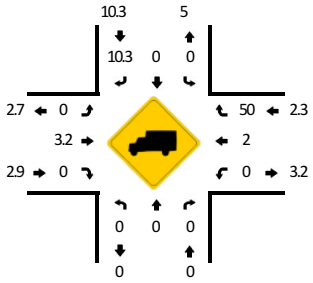
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

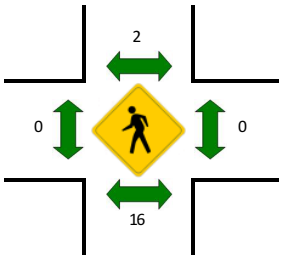
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

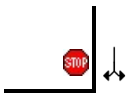
LOCATION: Amber Rd -- Deer Valley Dr N | **QC JOB #:** 16467022
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

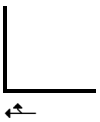
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

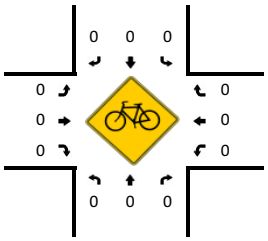


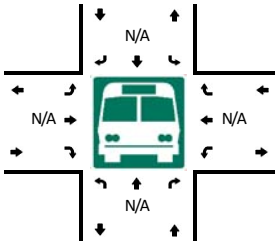


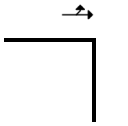




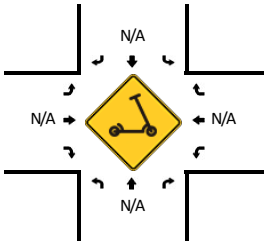












15-Min Count Period Beginning At	Amber Rd (Northbound)				Amber Rd (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	0	0	3	0	4	40	0	0	0	92	1	0	140	
3:45 PM	0	0	0	0	0	0	6	0	5	30	0	0	0	71	0	0	112	
4:00 PM	0	0	0	0	0	0	2	0	3	37	0	0	0	88	1	0	131	
4:15 PM	0	0	0	0	0	0	8	0	8	48	0	0	0	89	0	0	153	536
4:30 PM	0	0	0	0	0	0	11	0	2	44	0	0	0	83	1	0	141	537
4:45 PM	0	0	0	0	0	0	8	0	5	28	0	0	0	86	0	0	127	552
5:00 PM	0	0	0	0	0	0	17	0	2	27	0	0	0	68	0	0	114	535
5:15 PM	0	0	0	0	2	0	21	0	2	40	0	0	0	70	0	0	135	517

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	32	0	32	192	0	0	0	356	0	0	612
Heavy Trucks	0	0	0		0	0	4		0	8	0		0	8	0		20
Buses																	
Pedestrians		12				0				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

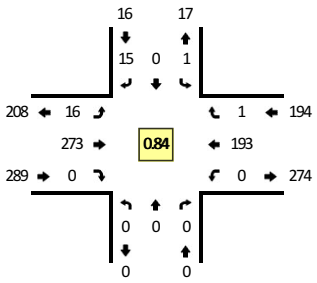
Comments:

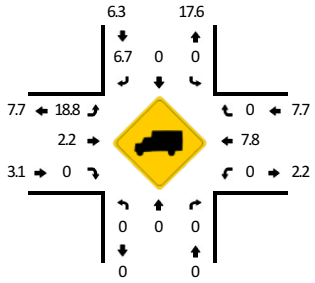
Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

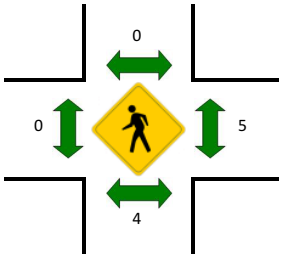
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

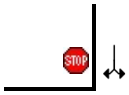
LOCATION: Amber Rd -- Deer Valley Dr N | **QC JOB #:** 16467023
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

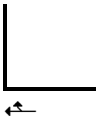
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

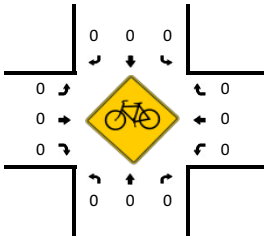


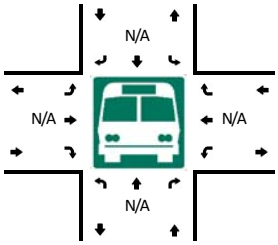


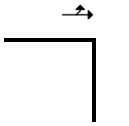




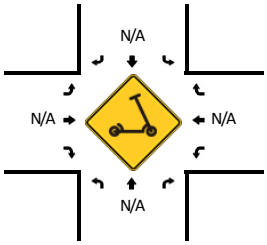












15-Min Count Period Beginning At	Amber Rd (Northbound)				Amber Rd (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	0	0	0	1	0	3	0	3	104	0	0	0	38	0	0	149	
8:15 AM	0	0	0	0	0	0	5	0	5	75	0	0	0	43	0	0	128	
8:30 AM	0	0	0	0	0	0	5	0	4	55	0	0	0	57	0	0	121	
8:45 AM	0	0	0	0	0	0	2	0	4	39	0	0	0	55	1	0	101	499
9:00 AM	0	0	0	0	2	0	5	0	4	36	0	0	0	48	0	0	95	445
9:15 AM	0	0	0	0	0	0	5	0	3	38	0	1	0	32	1	0	80	397
9:30 AM	0	0	0	0	1	0	6	0	5	36	0	0	0	53	1	0	102	378
9:45 AM	0	0	0	0	0	0	3	0	3	36	0	1	0	66	1	0	110	387

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	12	0	12	416	0	0	0	152	0	0	596
Heavy Trucks	0	0	0		0	0	0		4	8	0		0	8	0		20
Buses																	
Pedestrians		8				0				0				12			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

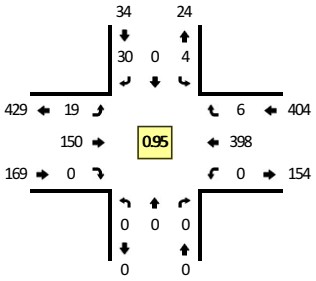
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

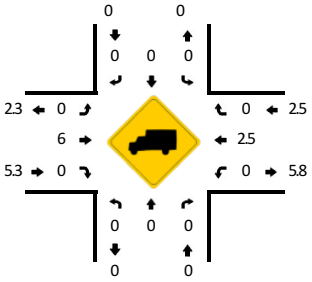
LOCATION: Amber Rd -- Deer Valley Dr N
CITY/STATE: Park City, UT

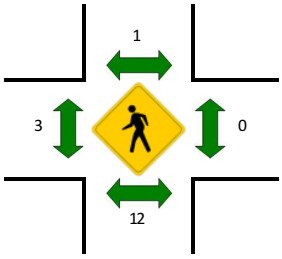
QC JOB #: 16467024
DATE: Sat, Feb 17 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

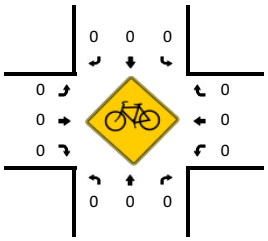


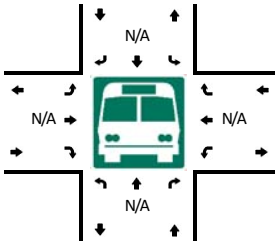
TRUE DATA TO IMPROVE MOBILITY



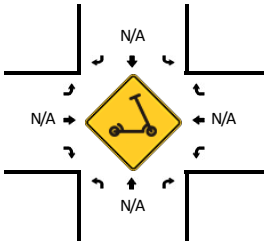












15-Min Count Period Beginning At	Amber Rd (Northbound)				Amber Rd (Southbound)				Deer Valley Dr N (Eastbound)				Deer Valley Dr N (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	0	0	4	0	2	40	0	0	0	94	1	0	141	
3:45 PM	0	0	0	0	0	0	4	0	5	41	0	0	0	83	0	0	133	
4:00 PM	0	0	0	0	0	0	9	0	8	42	0	1	0	96	1	0	157	
4:15 PM	0	0	0	0	1	0	8	0	1	37	0	0	0	93	2	0	142	573
4:30 PM	0	0	0	0	3	0	4	0	2	36	0	0	0	111	3	0	159	591
4:45 PM	0	0	0	0	0	0	9	0	7	35	0	0	0	98	0	0	149	607
5:00 PM	0	0	0	0	1	0	13	0	6	43	0	0	0	92	0	0	155	605
5:15 PM	0	0	0	0	0	0	7	0	4	48	0	0	0	69	3	0	131	594

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	12	0	16	0	8	144	0	0	0	444	12	0	636
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	12	0		20
Buses																	
Pedestrians		12				4				0				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

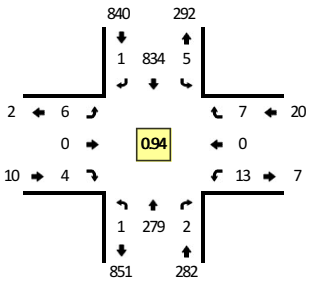
Type of peak hour being reported: Intersection Peak

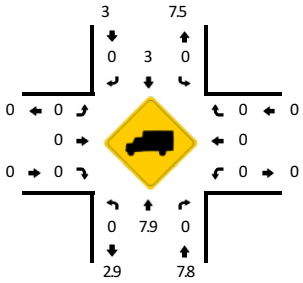
Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir
CITY/STATE: Park City, UT

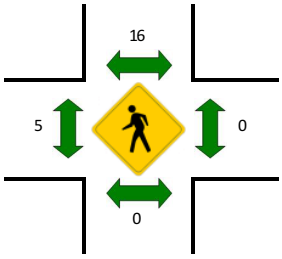
QC JOB #: 16467025
DATE: Fri, Feb 16 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

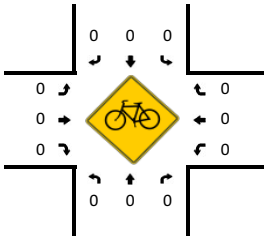


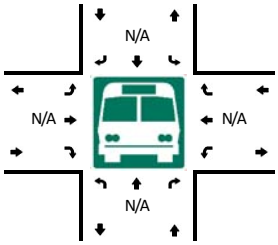


TRUE DATA TO IMPROVE MOBILITY

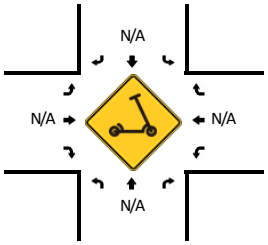












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Mellow Mountain Rd/Stonebridge Cir (Eastbound)				Mellow Mountain Rd/Stonebridge Cir (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	57	1	0	2	215	0	0	1	0	0	0	2	0	2	0	280	
8:15 AM	1	75	0	0	1	217	0	0	4	0	2	0	2	0	3	0	305	
8:30 AM	0	69	1	0	1	189	0	0	0	0	2	0	7	0	0	0	269	
8:45 AM	0	78	0	0	1	213	1	0	1	0	0	0	2	0	2	0	298	1152
9:00 AM	0	77	3	0	3	178	0	0	0	0	1	0	2	0	0	0	264	1136
9:15 AM	1	74	0	0	0	211	0	0	2	0	1	0	4	0	2	0	295	1126
9:30 AM	2	98	3	0	1	162	2	0	1	0	0	0	1	0	0	0	270	1127
9:45 AM	2	90	1	0	6	169	0	0	1	0	3	0	3	0	2	0	277	1106

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	300	0	0	4	868	0	0	16	0	8	0	8	0	12	0	1220
Heavy Trucks	0	32	0		0	20	0		0	0	0		0	0	0		52
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

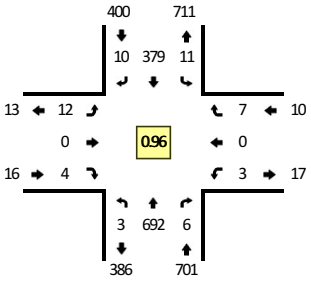
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

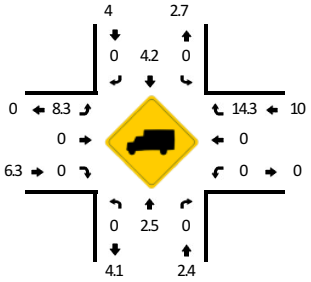
LOCATION: Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir
CITY/STATE: Park City, UT

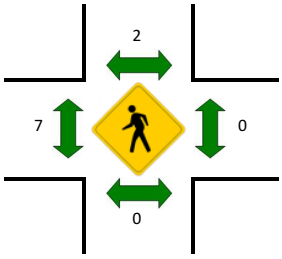
QC JOB #: 16467026
DATE: Fri, Feb 16 2024

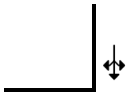
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

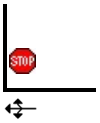


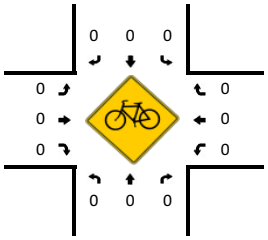


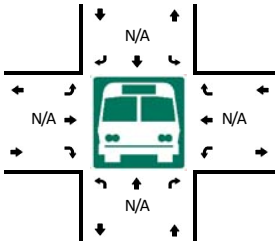


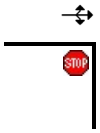


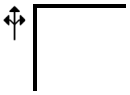


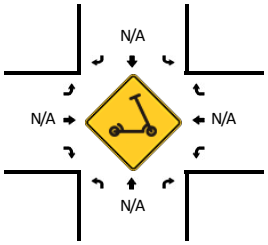












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Mellow Mountain Rd/Stonebridge Cir (Eastbound)				Mellow Mountain Rd/Stonebridge Cir (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	173	2	0	1	95	1	0	1	0	0	0	1	0	4	0	279	
3:45 PM	1	156	0	0	1	75	5	0	6	0	1	0	0	0	2	0	247	
4:00 PM	0	174	0	0	5	100	2	0	4	0	3	0	2	0	2	0	292	
4:15 PM	1	174	2	0	4	107	2	0	0	0	0	0	1	0	2	0	293	1111
4:30 PM	1	188	4	0	1	97	1	0	2	0	0	0	0	0	1	0	295	1127
4:45 PM	1	164	2	0	2	66	1	0	1	0	0	0	0	0	5	0	242	1122
5:00 PM	0	181	3	0	0	55	2	0	0	0	1	0	0	0	1	0	243	1073
5:15 PM	2	188	2	0	6	84	2	0	3	0	2	0	0	0	1	0	290	1070

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	752	16	0	4	388	4	0	8	0	0	0	0	0	4	0	1180
Heavy Trucks	0	12	0		0	12	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				8				4				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

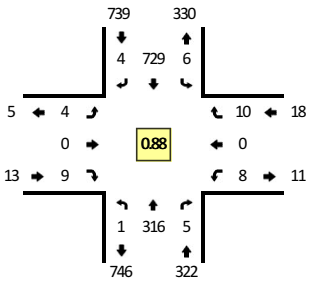
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

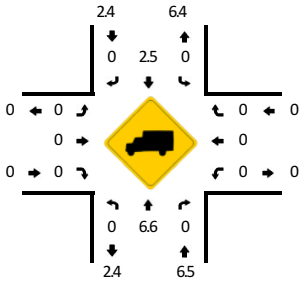
LOCATION: Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir
CITY/STATE: Park City, UT

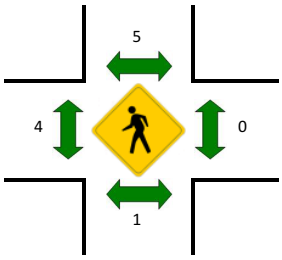
QC JOB #: 16467027
DATE: Sat, Feb 17 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

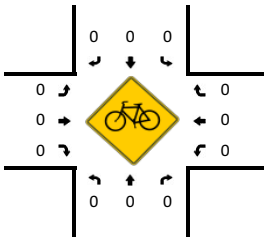


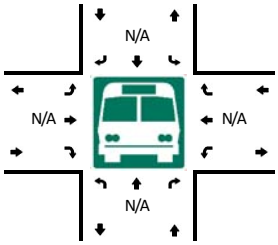




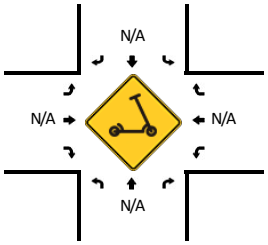












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Mellow Mountain Rd/Stonebridge Cir (Eastbound)				Mellow Mountain Rd/Stonebridge Cir (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	1	65	2	0	1	230	0	0	1	0	3	0	3	0	3	0	309	
8:15 AM	0	75	1	0	0	192	2	0	0	0	1	0	1	0	0	0	272	
8:30 AM	0	86	2	0	3	171	1	0	2	0	5	0	3	0	3	0	276	
8:45 AM	0	90	0	0	2	136	1	0	1	0	0	0	1	0	4	0	235	1092
9:00 AM	1	80	2	0	1	157	0	0	0	1	1	0	5	0	2	0	250	1033
9:15 AM	0	78	0	0	1	115	2	0	2	0	0	0	0	0	2	0	200	961
9:30 AM	0	86	3	0	0	123	2	0	0	0	1	0	0	0	1	0	216	901
9:45 AM	4	102	1	0	0	107	5	1	4	0	3	0	1	0	2	0	230	896

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	260	8	0	4	920	0	0	4	0	12	0	12	0	12	0	1236
Heavy Trucks	0	16	0		0	24	0		0	0	0		0	0	0		40
Buses																	
Pedestrians		4				16				8				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

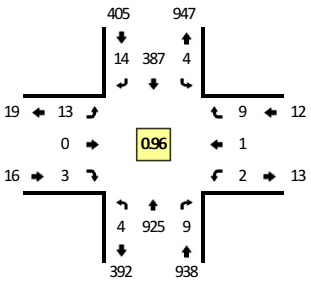
Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

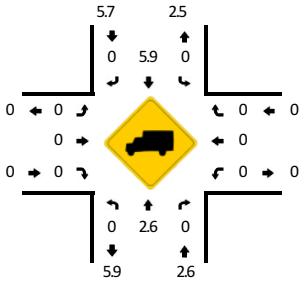
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

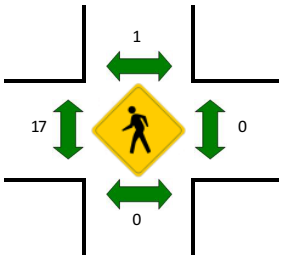
LOCATION: Deer Valley Dr -- Mellow Mountain Rd/Stonebridge Cir | **QC JOB #:** 16467028
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

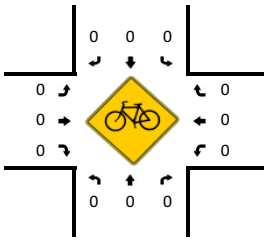


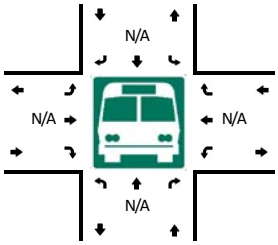




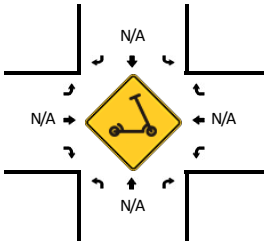












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Mellow Mountain Rd/Stonebridge Cir (Eastbound)				Mellow Mountain Rd/Stonebridge Cir (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	176	4	0	0	97	2	0	0	0	0	0	1	0	1	0	282	
3:45 PM	0	179	4	0	1	115	4	0	3	0	0	0	1	0	0	0	307	
4:00 PM	0	233	2	0	0	117	4	0	0	0	1	0	0	0	1	0	358	
4:15 PM	1	229	3	0	1	97	6	0	2	0	0	0	2	1	1	0	343	1290
4:30 PM	2	238	1	0	1	88	2	0	5	0	0	0	0	0	2	0	339	1347
4:45 PM	1	225	3	0	2	85	2	0	6	0	2	0	0	0	5	0	331	1371
5:00 PM	2	214	2	1	3	88	2	0	3	0	3	0	0	0	2	0	320	1333
5:15 PM	2	176	5	0	2	88	5	1	4	0	1	0	1	0	3	0	288	1278

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	932	8	0	0	468	16	0	0	0	4	0	0	0	4	0	1432
Heavy Trucks	0	32	0		0	28	0		0	0	0		0	0	0		60
Buses																	
Pedestrians		0				0				16				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

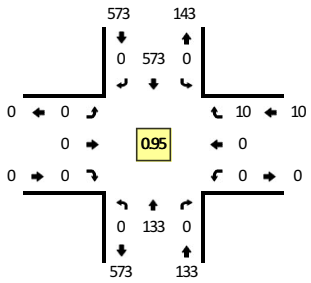
Type of peak hour being reported: Intersection Peak

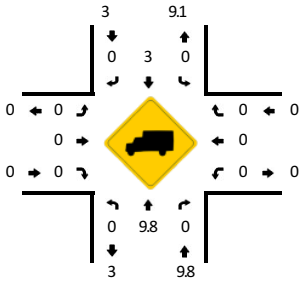
Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr W -- Doe Pass Rd
CITY/STATE: Park City, UT

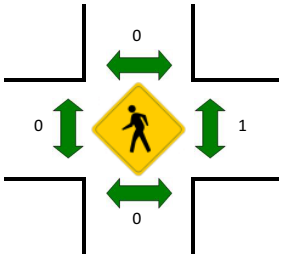
QC JOB #: 16467029
DATE: Fri, Feb 16 2024

Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

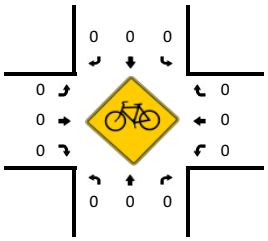


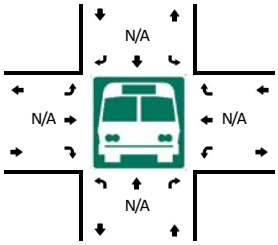


TRUE DATA TO IMPROVE MOBILITY

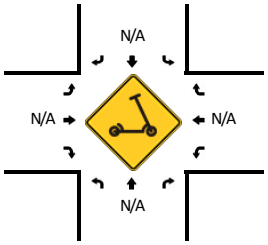












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Doe Pass Rd (Eastbound)				Doe Pass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	21	0	0	0	123	0	0	0	0	0	0	0	0	4	0	148	
8:15 AM	0	30	0	0	0	137	0	0	0	0	0	0	0	0	5	0	172	
8:30 AM	0	31	0	0	0	144	0	0	0	0	0	0	0	0	3	0	178	
8:45 AM	0	32	0	0	0	155	0	0	0	0	0	0	0	0	2	0	189	687
9:00 AM	0	34	0	0	0	125	0	0	0	0	0	0	0	0	4	0	163	702
9:15 AM	0	36	0	0	0	149	0	0	0	0	0	0	0	0	1	0	186	716
9:30 AM	0	52	0	0	0	120	0	0	0	0	0	0	0	0	3	0	175	713
9:45 AM	0	37	0	0	0	134	0	0	0	0	0	0	0	0	6	0	177	701

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	128	0	0	0	620	0	0	0	0	0	0	0	0	8	0	756
Heavy Trucks	0	4	0		0	16	0		0	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

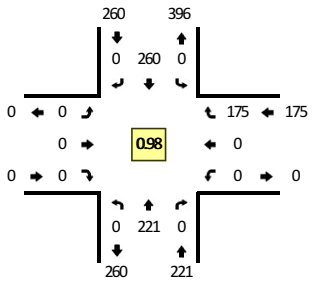
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

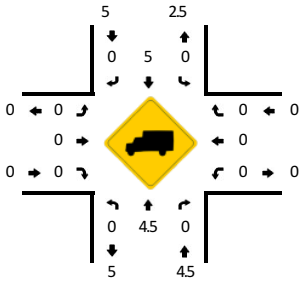
LOCATION: Deer Valley Dr W -- Doe Pass Rd
CITY/STATE: Park City, UT

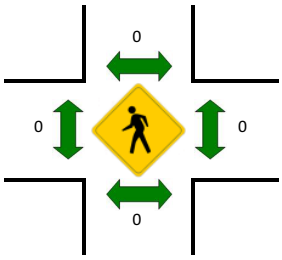
QC JOB #: 16467030
DATE: Fri, Feb 16 2024

Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:30 PM -- 3:45 PM

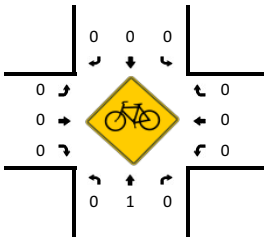


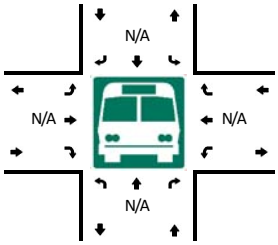




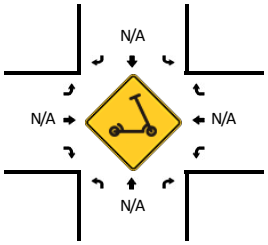












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Doe Pass Rd (Eastbound)				Doe Pass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	65	0	0	0	66	0	0	0	0	0	0	0	0	37	0	168	
3:45 PM	0	63	0	0	0	52	0	0	0	0	0	0	0	0	53	0	168	
4:00 PM	0	50	0	0	0	68	0	0	0	0	0	0	0	0	42	0	160	
4:15 PM	0	43	0	0	0	74	0	0	0	0	0	0	0	0	43	0	160	656
4:30 PM	0	31	0	0	0	54	0	0	0	0	0	0	0	0	73	0	158	646
4:45 PM	0	49	0	0	0	45	0	0	0	0	0	0	0	0	43	0	137	615
5:00 PM	0	44	0	0	0	29	0	0	0	0	0	0	0	0	46	0	119	574
5:15 PM	0	56	0	0	0	41	0	0	0	0	0	0	0	0	43	0	140	554

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	260	0	0	0	264	0	0	0	0	0	0	0	0	148	0	672
Heavy Trucks	0	12	0		0	8	0		0	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

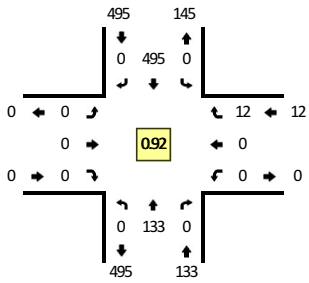
Type of peak hour being reported: Intersection Peak

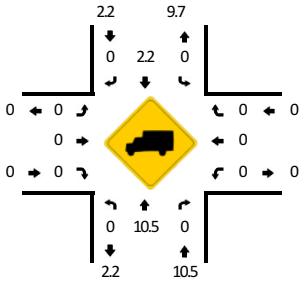
Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr W -- Doe Pass Rd
CITY/STATE: Park City, UT

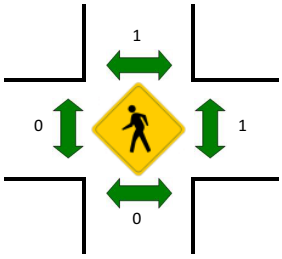
QC JOB #: 16467031
DATE: Sat, Feb 17 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

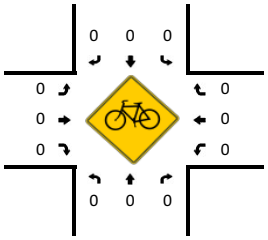


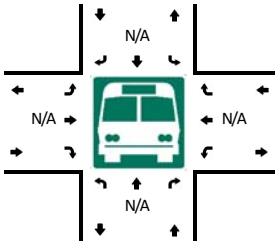


TRUE DATA TO IMPROVE MOBILITY

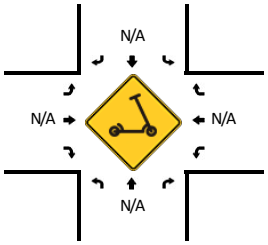












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Doe Pass Rd (Eastbound)				Doe Pass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	32	0	0	0	140	0	0	0	0	0	0	0	0	1	0	173	
8:15 AM	0	29	0	0	0	120	0	0	0	0	0	0	0	0	5	0	154	
8:30 AM	0	36	0	0	0	136	0	0	0	0	0	0	0	0	2	0	174	
8:45 AM	0	36	0	0	0	99	0	0	0	0	0	0	0	0	4	0	139	640
9:00 AM	0	33	0	0	0	118	0	0	0	0	0	0	0	0	3	0	154	621
9:15 AM	0	37	0	0	0	81	0	0	0	0	0	0	0	0	6	0	124	591
9:30 AM	0	45	0	0	0	96	0	0	0	0	0	0	0	0	2	0	143	560
9:45 AM	0	42	0	0	0	84	0	0	0	0	0	0	0	0	8	0	134	555

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	144	0	0	0	544	0	0	0	0	0	0	0	0	8	0	696
Heavy Trucks	0	16	0		0	16	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

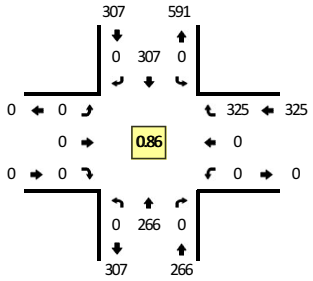
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

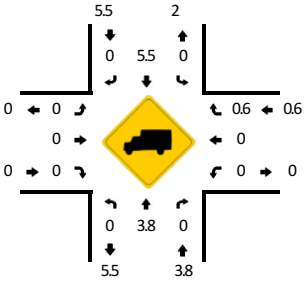
LOCATION: Deer Valley Dr W -- Doe Pass Rd
CITY/STATE: Park City, UT

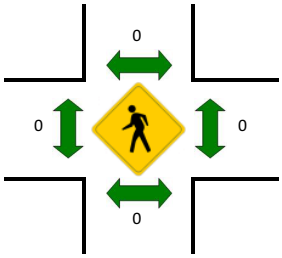
QC JOB #: 16467032
DATE: Sat, Feb 17 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

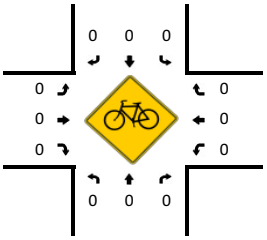


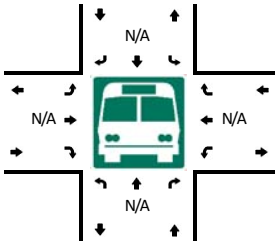




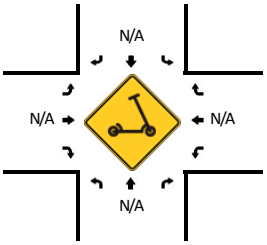












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Doe Pass Rd (Eastbound)				Doe Pass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	54	0	0	0	66	0	0	0	0	0	0	1	0	36	0	157	
3:45 PM	0	57	0	0	0	84	0	0	0	0	0	0	0	0	63	0	204	
4:00 PM	0	75	0	0	0	77	0	0	0	0	0	0	0	0	77	0	229	
4:15 PM	0	66	0	0	0	82	0	0	0	0	0	0	0	0	112	0	260	850
4:30 PM	0	68	0	0	0	64	0	0	0	0	0	0	0	0	73	0	205	898
4:45 PM	0	62	0	0	0	56	0	0	0	0	0	0	0	0	63	0	181	875
5:00 PM	0	50	0	0	0	46	0	0	0	0	0	0	0	0	45	0	141	787
5:15 PM	0	43	0	0	0	35	0	0	0	0	0	0	0	0	30	0	108	635

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	264	0	0	0	328	0	0	0	0	0	0	0	0	448	0	1040
Heavy Trucks	0	12	0		0	12	0		0	0	0		0	0	4		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

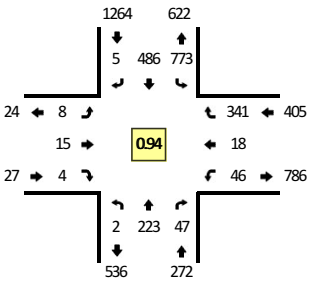
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

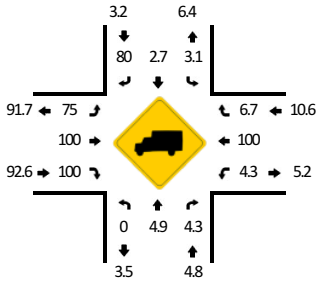
LOCATION: Marsac Ave -- Deer Valley Dr
CITY/STATE: Park City, UT

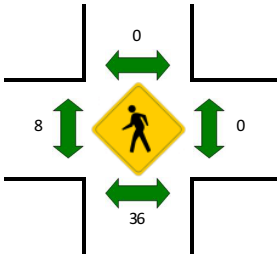
QC JOB #: 16467033
DATE: Fri, Feb 16 2024

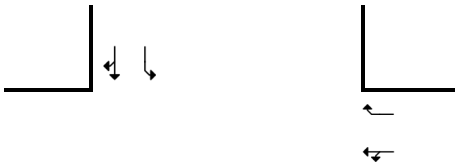
Peak-Hour: 9:00 AM -- 10:00 AM
Peak 15-Min: 9:15 AM -- 9:30 AM

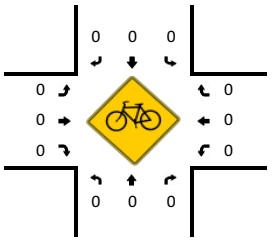


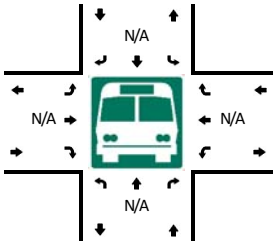
TRUE DATA TO IMPROVE MOBILITY



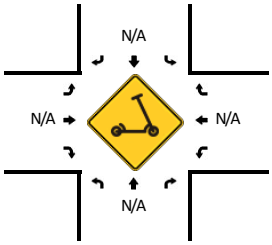












15-Min Count Period Beginning At	Marsac Ave (Northbound)				Marsac Ave (Southbound)				Deer Valley Dr (Eastbound)				Deer Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	59	16	0	211	135	0	6	2	4	0	0	8	2	62	0	505	
8:15 AM	0	41	8	0	210	130	2	11	1	6	2	0	11	6	77	2	507	
8:30 AM	0	55	23	1	177	130	2	7	1	3	0	0	11	4	61	2	477	
8:45 AM	0	42	10	1	190	107	1	9	2	3	2	0	14	5	80	1	467	1956
9:00 AM	0	49	14	0	195	101	1	11	3	2	0	0	10	3	79	0	468	1919
9:15 AM	0	63	16	0	196	131	2	13	2	6	2	0	6	4	84	0	525	1937
9:30 AM	0	52	6	1	166	113	1	13	1	3	0	0	13	6	91	0	466	1926
9:45 AM	0	59	11	1	165	141	1	14	1	4	2	1	15	5	87	2	509	1968

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	252	64	0	784	524	8	52	8	24	8	0	24	16	336	0	2100
Heavy Trucks	0	20	0		36	16	4		4	24	8		4	16	40		172
Buses																	
Pedestrians		56				0				12				0			68
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

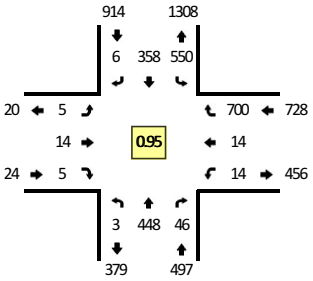
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

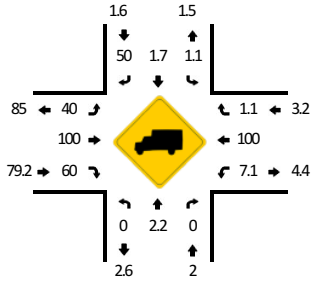
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Marsac Ave -- Deer Valley Dr
CITY/STATE: Park City, UT

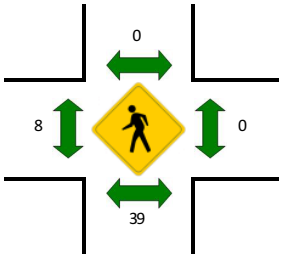
QC JOB #: 16467034
DATE: Fri, Feb 16 2024

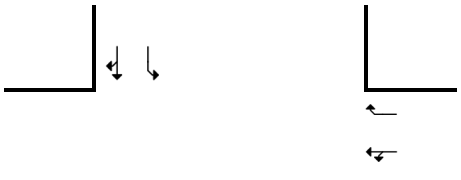
Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

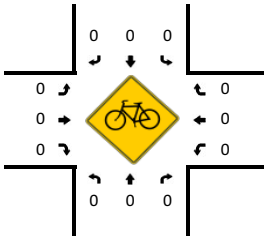


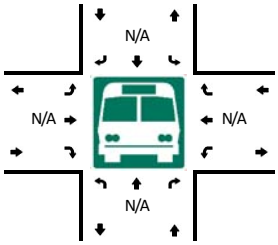


TRUE DATA TO IMPROVE MOBILITY

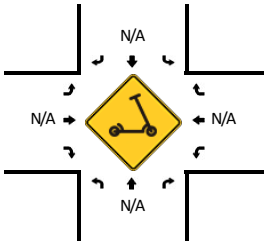












15-Min Count Period Beginning At	Marsac Ave (Northbound)				Marsac Ave (Southbound)				Deer Valley Dr (Eastbound)				Deer Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	96	14	1	106	91	2	33	3	8	1	0	4	6	166	0	531	
3:45 PM	0	109	6	0	86	106	0	47	0	1	0	0	0	3	163	0	521	
4:00 PM	0	119	17	0	92	67	3	38	2	4	2	0	1	2	194	0	541	
4:15 PM	0	124	9	2	111	94	1	37	0	1	2	0	8	3	177	1	570	2163
4:30 PM	0	112	19	1	89	92	0	22	3	2	1	1	9	2	175	1	529	2161
4:45 PM	0	140	7	0	69	67	1	28	1	2	2	0	9	2	176	0	504	2144
5:00 PM	0	105	8	1	65	89	0	32	2	2	0	0	6	1	195	0	506	2109
5:15 PM	0	101	7	0	94	100	1	37	3	3	4	0	8	1	176	1	536	2075

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	496	36	8	444	376	4	148	0	4	8	0	32	12	708	4	2280
Heavy Trucks	0	8	0		4	8	0		0	4	0		0	12	8		44
Buses																	
Pedestrians		44				0				16				0			60
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

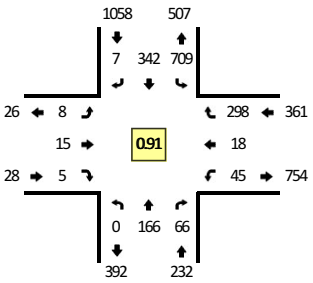
Type of peak hour being reported: Intersection Peak

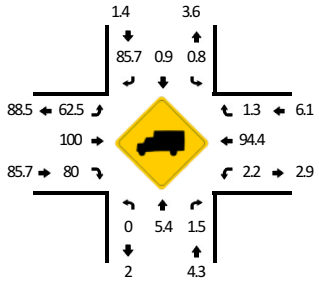
Method for determining peak hour: Total Entering Volume

LOCATION: Marsac Ave -- Deer Valley Dr
CITY/STATE: Park City, UT

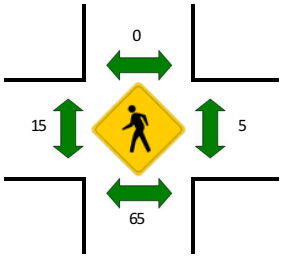
QC JOB #: 16467035
DATE: Sat, Feb 17 2024

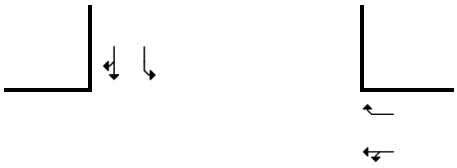
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

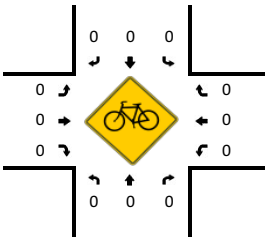


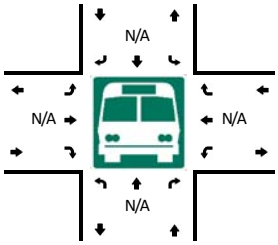


TRUE DATA TO IMPROVE MOBILITY

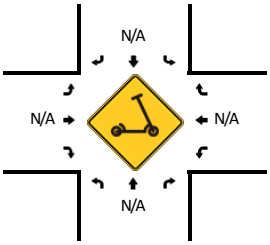












15-Min Count Period Beginning At	Marsac Ave (Northbound)				Marsac Ave (Southbound)				Deer Valley Dr (Eastbound)				Deer Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	44	18	0	209	96	1	10	2	4	1	0	10	3	65	0	463	
8:15 AM	0	40	18	0	180	75	2	9	2	4	1	0	9	4	72	0	416	
8:30 AM	0	43	15	0	159	79	2	10	1	4	1	1	13	6	86	0	420	
8:45 AM	0	39	15	0	125	92	2	7	2	3	2	0	13	5	75	0	380	1679
9:00 AM	0	44	10	0	144	84	0	12	2	4	0	0	18	3	74	2	397	1613
9:15 AM	0	58	16	0	104	90	3	14	1	6	3	0	11	3	82	2	393	1590
9:30 AM	0	42	17	0	107	82	1	10	1	5	0	0	14	10	67	1	357	1527
9:45 AM	0	49	18	0	108	116	2	15	2	6	2	0	20	5	92	1	436	1583

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	176	72	0	836	384	4	40	8	16	4	0	40	12	260	0	1852
Heavy Trucks	0	12	0		8	0	4		8	16	4		0	12	8		72
Buses																	
Pedestrians		56				0				8				8			72
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

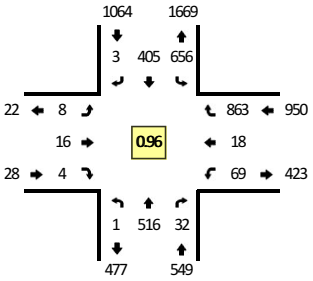
Type of peak hour being reported: Intersection Peak

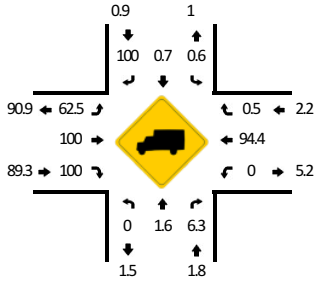
Method for determining peak hour: Total Entering Volume

LOCATION: Marsac Ave -- Deer Valley Dr
CITY/STATE: Park City, UT

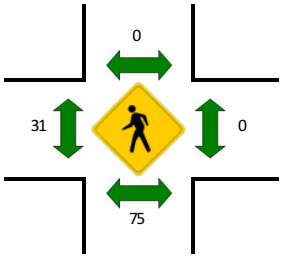
QC JOB #: 16467036
DATE: Sat, Feb 17 2024

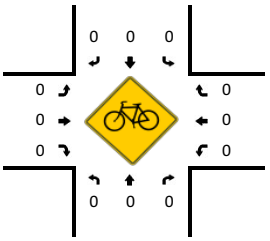
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

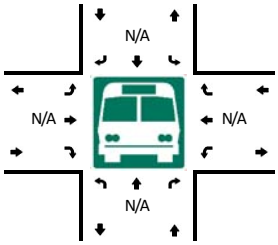


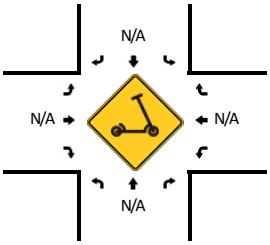


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	Marsac Ave (Northbound)				Marsac Ave (Southbound)				Deer Valley Dr (Eastbound)				Deer Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	122	17	0	97	86	3	58	3	3	0	0	7	7	178	0	582	
3:45 PM	0	115	18	1	110	116	1	85	1	4	2	0	16	4	179	2	654	
4:00 PM	0	123	15	1	103	92	1	62	2	5	0	0	21	6	192	0	623	
4:15 PM	0	137	5	0	105	106	0	63	2	4	2	0	19	4	225	0	672	2531
4:30 PM	0	125	11	0	82	99	1	70	3	4	0	0	18	4	220	2	639	2588
4:45 PM	0	136	6	0	92	107	1	65	1	3	2	0	16	4	220	0	653	2587
5:00 PM	0	118	10	1	94	93	1	85	1	5	0	1	14	6	198	0	627	2591
5:15 PM	0	114	12	0	92	94	0	69	1	5	2	0	16	8	190	0	603	2522

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	548	20	0	420	424	0	252	8	16	8	0	76	16	900	0	2688
Heavy Trucks	0	0	0		4	4	0		4	16	8		0	16	0		52
Buses																	
Pedestrians		68				0				40				0			108
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

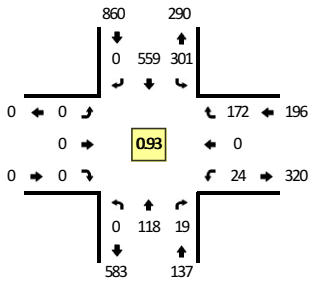
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 2) | **QC JOB #:** 16467053

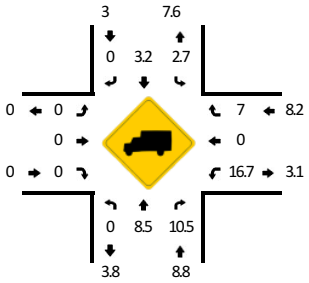
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

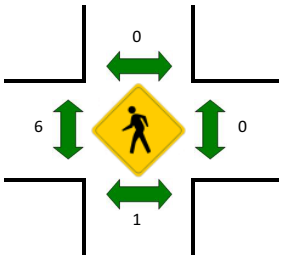
Peak-Hour: 8:00 AM -- 9:00 AM

Peak 15-Min: 8:45 AM -- 9:00 AM

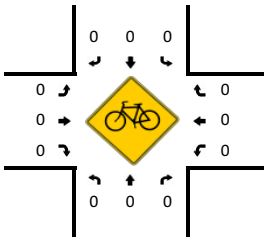


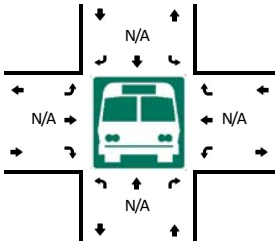




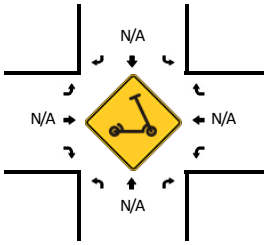












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 2) (Eastbound)				Deer Valley Dr N (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	19	4	0	98	119	0	0	0	0	0	0	3	0	38	0	281	
8:15 AM	0	36	2	0	80	147	0	0	0	0	0	0	6	0	46	0	317	
8:30 AM	0	29	8	0	54	140	0	0	0	0	0	0	2	0	41	0	274	
8:45 AM	0	34	5	0	69	153	0	0	0	0	0	0	13	0	47	0	321	1193
9:00 AM	0	31	10	0	64	114	0	0	0	0	0	0	5	0	50	0	274	1186
9:15 AM	0	28	4	0	75	147	0	0	0	0	0	0	8	0	46	0	308	1177
9:30 AM	0	51	7	0	47	115	0	0	0	0	0	0	4	0	51	0	275	1178
9:45 AM	0	39	5	0	46	132	0	0	0	0	0	0	5	0	57	0	284	1141

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	136	20	0	276	612	0	0	0	0	0	0	52	0	188	0	1284
Heavy Trucks	0	12	4		8	20	0		0	0	0		12	0	12		68
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

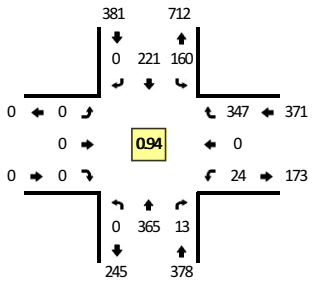
Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

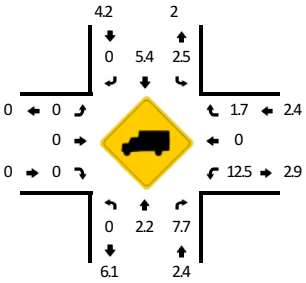
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

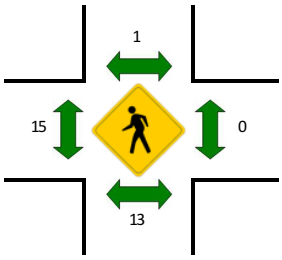
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 2) | **QC JOB #:** 16467054
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

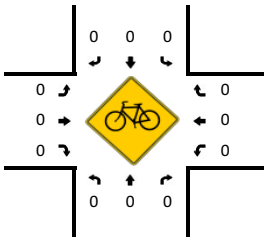


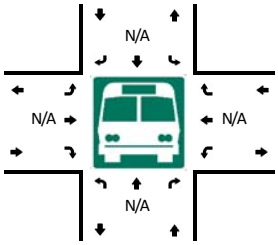




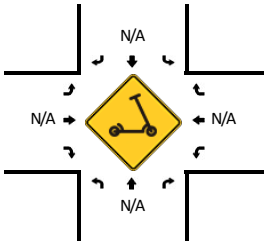












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 2) (Eastbound)				Deer Valley Dr N (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	90	4	0	39	57	0	0	0	0	0	0	6	0	90	0	286	
3:45 PM	0	88	5	0	29	44	0	0	0	0	0	0	5	0	69	0	240	
4:00 PM	0	89	7	0	36	69	0	0	0	0	0	0	7	0	84	0	292	
4:15 PM	0	91	2	0	51	62	0	0	0	0	0	0	10	0	86	0	302	1120
4:30 PM	0	100	2	0	43	51	0	0	0	0	0	0	3	0	93	0	292	1126
4:45 PM	0	85	2	0	30	39	0	0	0	0	0	0	4	0	84	0	244	1130
5:00 PM	0	96	1	0	26	27	0	0	0	0	0	0	0	0	83	0	233	1071
5:15 PM	0	104	2	0	37	48	0	0	0	0	0	0	2	0	87	0	280	1049

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	364	8	0	204	248	0	0	0	0	0	0	40	0	344	0	1208
Heavy Trucks	0	4	0		4	8	0		0	0	0		4	0	12		32
Buses																	
Pedestrians		12				0				4				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

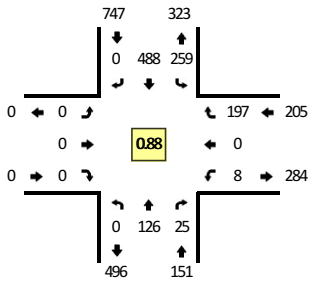
Type of peak hour being reported: Intersection Peak

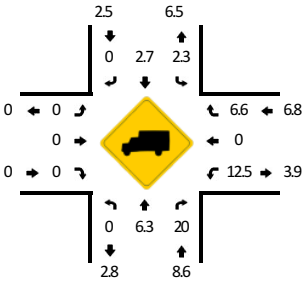
Method for determining peak hour: Total Entering Volume

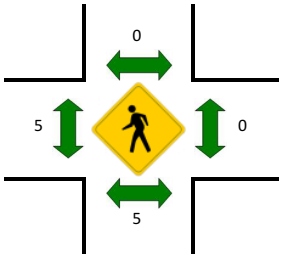
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 2)
CITY/STATE: Park City, UT

QC JOB #: 16467055
DATE: Sat, Feb 17 2024

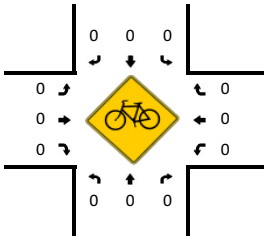
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

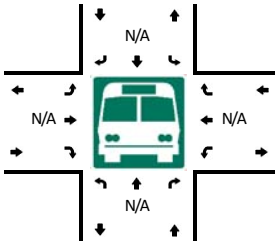




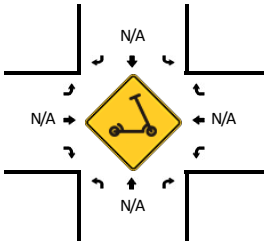












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 2) (Eastbound)				Deer Valley Dr N (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	29	6	0	98	140	0	0	0	0	0	0	1	0	38	0	312	
8:15 AM	0	28	3	0	76	117	0	0	0	0	0	0	1	0	47	0	272	
8:30 AM	0	35	11	0	48	130	0	0	0	0	0	0	3	0	56	0	283	
8:45 AM	0	34	5	0	37	101	0	0	0	0	0	0	3	0	56	0	236	1103
9:00 AM	0	37	5	0	36	126	0	0	0	0	0	0	3	0	46	0	253	1044
9:15 AM	0	42	3	0	38	79	0	0	0	0	0	0	4	0	37	0	203	975
9:30 AM	0	39	4	0	37	89	0	0	0	0	0	0	8	0	51	0	228	920
9:45 AM	0	46	5	0	35	78	0	0	0	0	0	0	6	0	64	0	234	918

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	116	24	0	392	560	0	0	0	0	0	0	4	0	152	0	1248
Heavy Trucks	0	8	4		8	16	0		0	0	0		0	0	8		44
Buses																	
Pedestrians		8				0				12				0			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

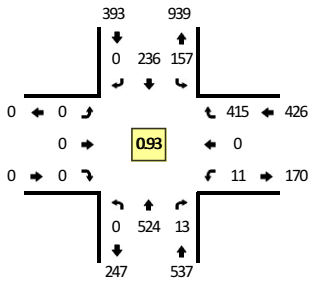
Report generated on 2/28/2024 7:03 AM

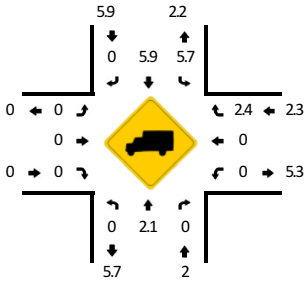
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

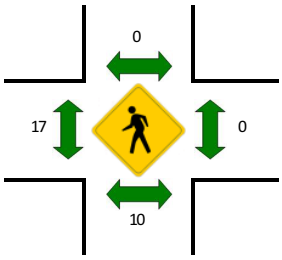
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 2) | **QC JOB #:** 16467056
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 17 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

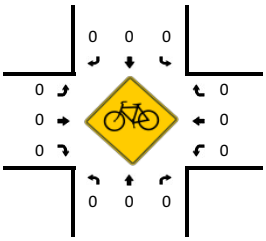


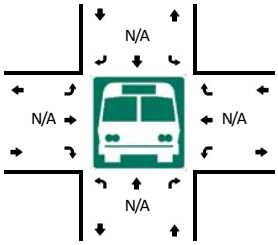


TRUE DATA TO IMPROVE MOBILITY

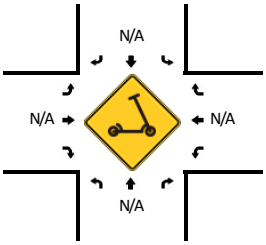












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 2) (Eastbound)				Deer Valley Dr N (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	86	3	0	39	59	0	0	0	0	0	0	6	0	93	0	286	
3:45 PM	0	109	3	0	45	74	0	0	0	0	0	0	6	0	78	0	315	
4:00 PM	0	139	3	0	48	70	0	0	0	0	0	0	5	0	99	0	364	
4:15 PM	0	136	2	0	36	59	0	0	0	0	0	0	4	0	95	0	332	1297
4:30 PM	0	127	4	0	36	56	0	0	0	0	0	0	1	0	118	0	342	1353
4:45 PM	0	122	4	0	37	51	0	0	0	0	0	0	1	0	103	0	318	1356
5:00 PM	0	115	1	0	47	42	0	0	0	0	0	0	3	0	105	0	313	1305
5:15 PM	0	95	5	0	49	37	0	0	0	0	0	0	3	0	74	0	263	1236

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	556	12	0	192	280	0	0	0	0	0	0	20	0	396	0	1456
Heavy Trucks	0	16	0		16	12	0		0	0	0		0	0	16		60
Buses																	
Pedestrians		0				0				12				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

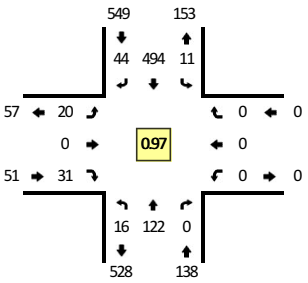
Comments:

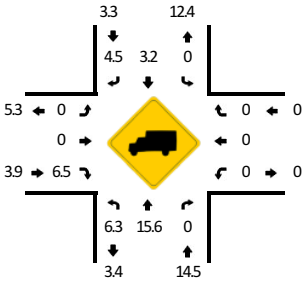
Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

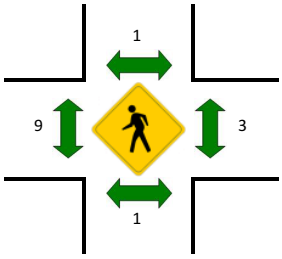
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr W -- Royal St (Round 2) | **QC JOB #:** 16467082
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

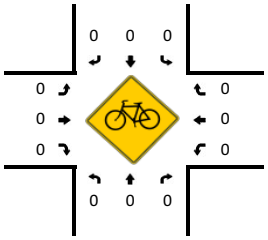
Peak-Hour: 8:45 AM -- 9:45 AM
Peak 15-Min: 9:15 AM -- 9:30 AM

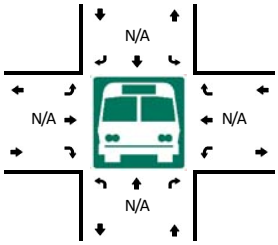




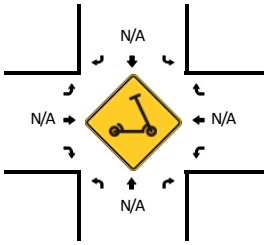












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 2) (Eastbound)				Royal St (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	4	17	0	0	0	118	5	0	5	0	6	0	0	0	0	0	155	
8:15 AM	2	20	0	0	0	129	6	2	7	0	9	0	0	0	0	0	175	
8:30 AM	3	23	0	0	0	134	8	2	8	0	7	0	0	0	0	0	185	
8:45 AM	2	27	0	1	0	139	12	4	2	0	3	0	0	0	0	0	190	705
9:00 AM	3	28	0	0	0	113	10	2	4	0	10	0	0	0	0	0	170	720
9:15 AM	2	26	0	1	0	139	6	4	4	0	9	0	0	0	0	0	191	736
9:30 AM	6	41	0	1	0	103	16	1	10	0	9	0	0	0	0	0	187	738
9:45 AM	2	29	0	0	0	118	15	1	7	0	6	0	0	0	0	0	178	726

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	104	0	4	0	556	24	16	16	0	36	0	0	0	0	0	764
Heavy Trucks	0	16	0		0	16	0		0	0	4		0	0	0		36
Buses																	
Pedestrians		0				0				28				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

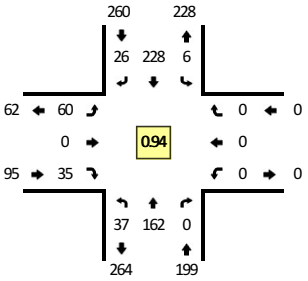
Comments:

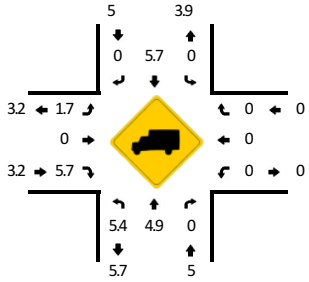
Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

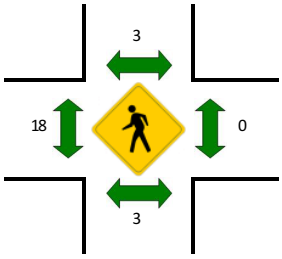
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr W -- Royal St (Round 2) | **QC JOB #:** 16467083
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

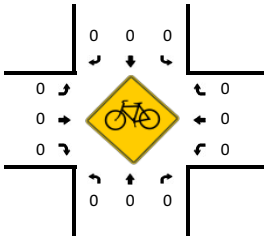
Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:30 PM -- 3:45 PM

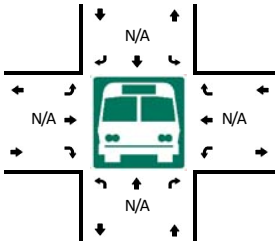




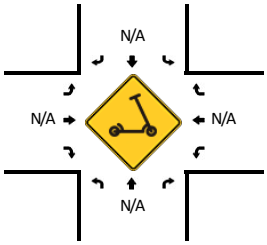












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 2) (Eastbound)				Royal St (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	7	45	0	0	0	59	4	3	18	0	11	0	0	0	0	0	147	
3:45 PM	8	42	0	0	0	45	6	1	19	0	6	0	0	0	0	0	127	
4:00 PM	13	50	0	0	0	60	7	1	8	0	5	0	0	0	0	0	144	
4:15 PM	8	25	0	1	0	64	9	1	15	0	13	0	0	0	0	0	136	554
4:30 PM	2	18	0	2	0	44	9	1	12	0	10	1	0	0	0	0	99	506
4:45 PM	20	42	0	0	0	35	10	0	5	0	8	0	0	0	0	0	120	499
5:00 PM	4	38	0	0	0	22	7	0	9	0	3	0	0	0	0	0	83	438
5:15 PM	9	37	0	0	0	39	1	1	7	0	10	0	0	0	0	0	104	406

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	180	0	0	0	236	16	12	72	0	44	0	0	0	0	0	588
Heavy Trucks	0	8	0		0	8	0		4	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

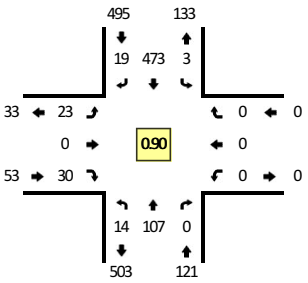
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

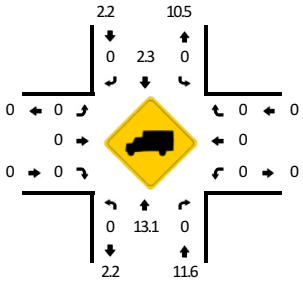
LOCATION: Deer Valley Dr W -- Royal St (Round 2)
CITY/STATE: Park City, UT

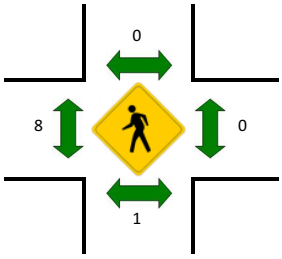
QC JOB #: 16467084
DATE: Sat, Feb 17 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

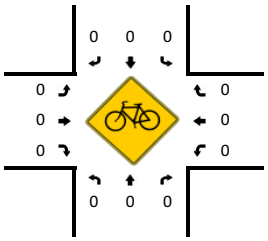


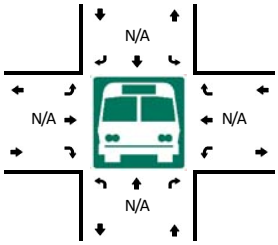
TRUE DATA TO IMPROVE MOBILITY



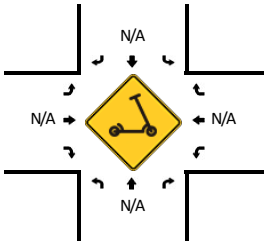












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 2) (Eastbound)				Royal St (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	27	0	0	0	131	9	0	5	0	3	0	0	0	0	0	177	
8:15 AM	5	21	0	0	0	113	5	2	8	0	6	0	0	0	0	0	160	
8:30 AM	4	27	0	0	0	134	1	1	6	0	13	0	0	0	0	0	186	
8:45 AM	3	32	0	0	0	95	4	0	4	0	8	0	0	0	0	0	146	669
9:00 AM	7	29	0	0	0	109	7	2	4	0	11	0	0	0	0	0	169	661
9:15 AM	3	28	0	0	0	72	8	1	8	0	10	0	0	0	0	0	130	631
9:30 AM	2	34	0	0	0	89	3	4	7	0	6	0	0	0	0	0	145	590
9:45 AM	5	36	0	1	0	78	4	2	4	0	5	0	0	0	0	0	135	579

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	108	0	0	0	536	4	4	24	0	52	0	0	0	0	0	744
Heavy Trucks	0	16	0		0	16	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				28				0			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

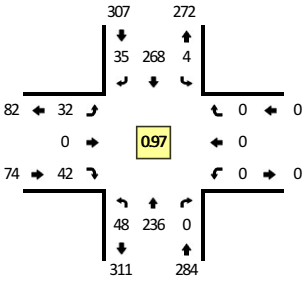
Type of peak hour being reported: Intersection Peak

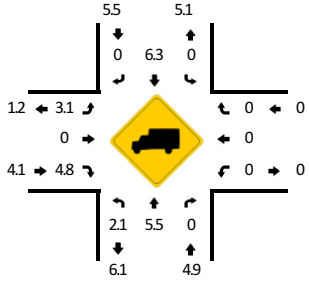
Method for determining peak hour: Total Entering Volume

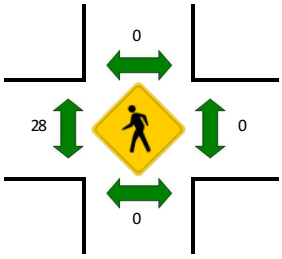
LOCATION: Deer Valley Dr W -- Royal St (Round 2)
CITY/STATE: Park City, UT

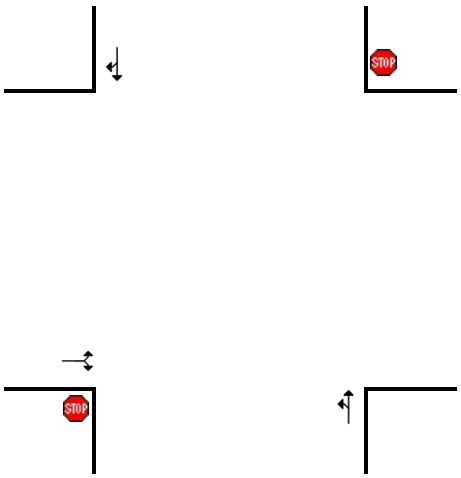
QC JOB #: 16467085
DATE: Sat, Feb 17 2024

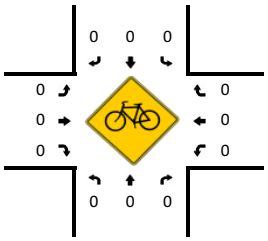
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

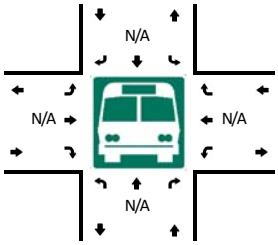


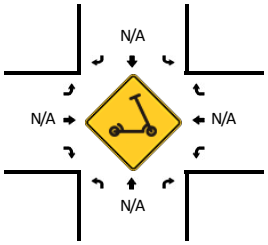












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 2) (Eastbound)				Royal St (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	6	46	0	0	0	63	2	1	7	0	13	0	0	0	0	0	138	
3:45 PM	6	52	0	0	0	75	9	0	7	0	11	0	0	0	0	0	160	
4:00 PM	13	61	0	0	0	67	9	1	11	0	10	0	0	0	0	0	172	
4:15 PM	12	56	0	1	0	68	12	2	8	0	13	0	0	0	0	0	172	642
4:30 PM	16	67	0	0	0	58	5	1	6	0	8	0	0	0	0	0	161	665
4:45 PM	6	52	0	0	0	44	11	1	6	0	8	0	0	0	0	0	128	633
5:00 PM	5	43	0	3	0	38	7	1	4	0	4	0	0	0	0	0	105	566
5:15 PM	2	31	0	0	0	28	7	0	11	0	4	0	0	0	0	0	83	477

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	244	0	0	0	268	36	4	44	0	40	0	0	0	0	0	688
Heavy Trucks	0	16	0		0	12	0		0	0	0		0	0	0		28
Buses																	
Pedestrians		0				0				56				0			56
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

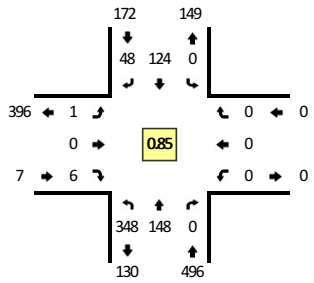
Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

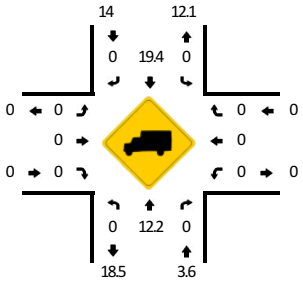
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

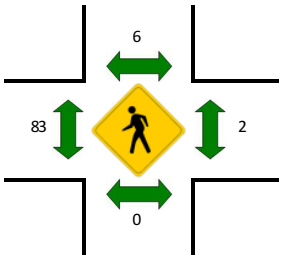
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 2) | **QC JOB #:** 16467086
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 16 2024

Peak-Hour: 8:45 AM -- 9:45 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

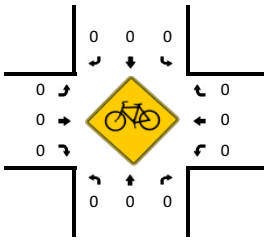


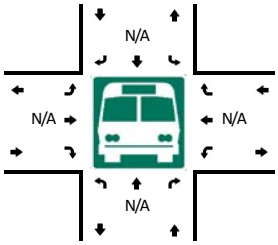




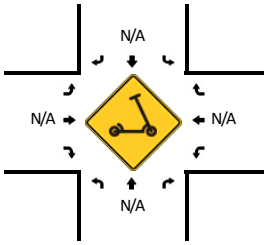












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 2) (Eastbound)				Doe Pass Rd (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	27	0	0	0	63	9	0	0	0	0	0	0	0	0	0	101	
8:15 AM	6	23	0	0	0	54	8	0	0	0	1	0	0	0	0	0	92	
8:30 AM	49	28	0	0	0	35	9	0	0	0	0	0	0	0	0	0	121	
8:45 AM	104	40	0	0	0	36	18	0	0	0	1	0	0	0	0	0	199	513
9:00 AM	77	41	0	0	0	28	10	0	0	0	2	0	0	0	0	0	158	570
9:15 AM	95	37	0	0	0	30	10	0	1	0	1	0	0	0	0	0	174	652
9:30 AM	72	30	0	0	0	30	10	0	0	0	2	0	0	0	0	0	144	675
9:45 AM	66	40	0	0	0	17	1	0	1	0	1	0	0	0	0	0	126	602

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	416	160	0	0	0	144	72	0	0	0	4	0	0	0	0	0	796
Heavy Trucks	0	24	0		0	8	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				4				60				0			64
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

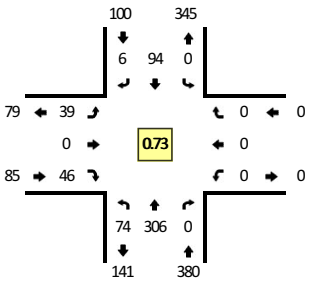
Type of peak hour being reported: Intersection Peak

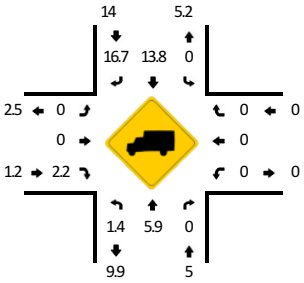
Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 2)
CITY/STATE: Park City, UT

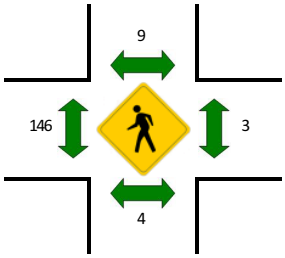
QC JOB #: 16467087
DATE: Fri, Feb 16 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

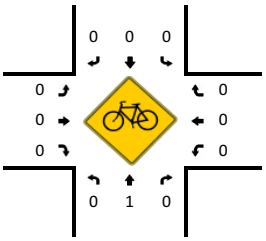


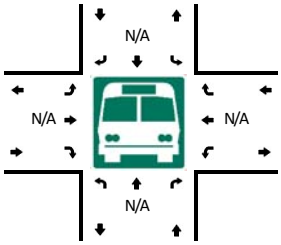


TRUE DATA TO IMPROVE MOBILITY

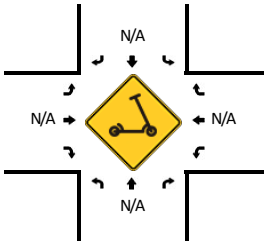












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 2) (Eastbound)				Doe Pass Rd (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	14	59	0	0	0	21	1	0	13	0	3	0	0	0	0	0	111	
3:45 PM	18	45	0	0	0	20	2	0	6	0	11	0	0	0	0	0	102	
4:00 PM	15	85	0	0	0	23	0	0	12	0	10	0	0	0	0	0	145	
4:15 PM	16	102	0	0	0	33	3	0	19	0	21	0	0	0	0	0	194	552
4:30 PM	24	74	0	1	0	18	1	0	2	0	4	0	0	0	0	0	124	565
4:45 PM	15	59	0	0	0	17	3	0	0	0	6	0	0	0	0	0	100	563
5:00 PM	18	54	0	0	0	8	1	0	1	0	2	0	0	0	0	0	84	502
5:15 PM	6	51	0	1	0	13	4	0	5	0	2	0	0	0	0	0	82	390

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	408	0	0	0	132	12	0	76	0	84	0	0	0	0	0	776
Heavy Trucks	0	28	0		0	24	4		0	0	0		0	0	0		56
Buses																	
Pedestrians		4				16				220				4			244
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

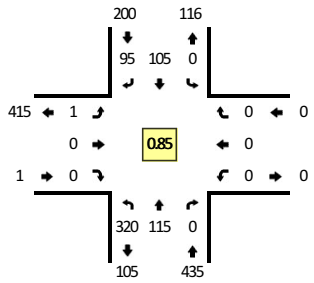
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

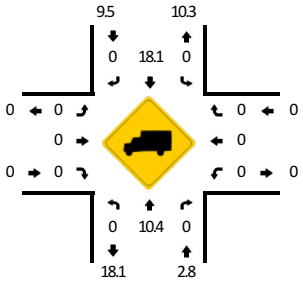
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 2)
CITY/STATE: Park City, UT

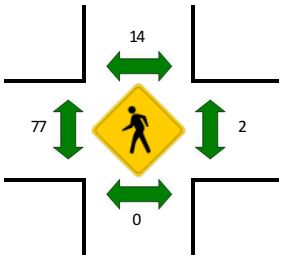
QC JOB #: 16467088
DATE: Sat, Feb 17 2024

Peak-Hour: 8:15 AM -- 9:15 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

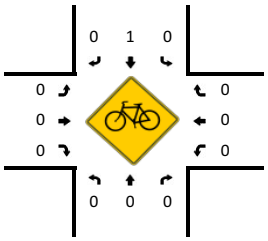


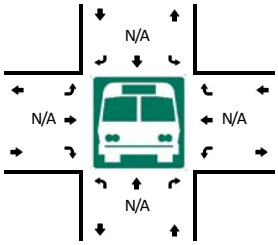




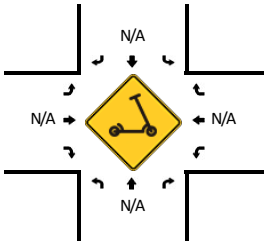












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 2) (Eastbound)				Doe Pass Rd (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	23	21	0	0	0	51	24	0	0	0	1	0	0	0	0	0	120	
8:15 AM	90	23	0	0	0	30	43	0	1	0	0	0	0	0	0	0	187	
8:30 AM	86	26	0	0	0	26	26	0	0	0	0	0	0	0	0	0	164	
8:45 AM	70	32	0	0	0	27	10	0	0	0	0	0	0	0	0	0	139	610
9:00 AM	74	34	0	0	0	22	16	0	0	0	0	0	0	0	0	0	146	636
9:15 AM	43	25	0	0	0	23	12	0	0	0	0	0	0	0	0	0	103	552
9:30 AM	41	36	0	0	0	19	13	0	0	0	1	0	0	0	0	0	110	498
9:45 AM	27	47	0	0	0	16	9	0	0	0	0	0	0	0	0	0	99	458

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	360	92	0	0	0	120	172	0	4	0	0	0	0	0	0	0	748
Heavy Trucks	0	4	0		0	16	0		0	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				60				8			68
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 2/28/2024 7:03 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

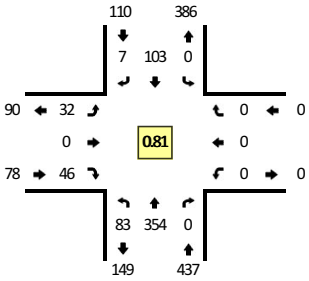
Type of peak hour being reported: Intersection Peak

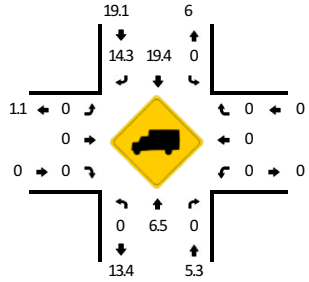
Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 2)
CITY/STATE: Park City, UT

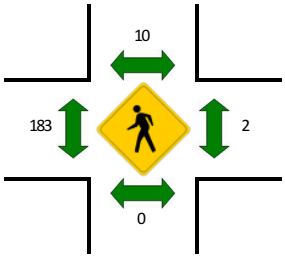
QC JOB #: 16467089
DATE: Sat, Feb 17 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

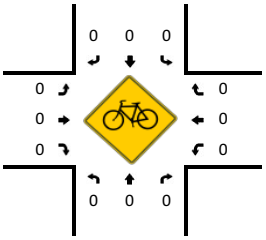


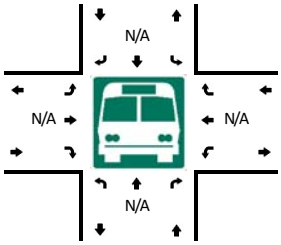


TRUE DATA TO IMPROVE MOBILITY

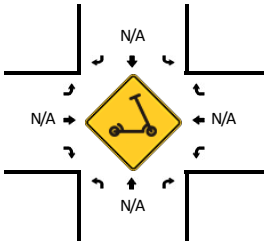












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 2) (Eastbound)				Doe Pass Rd (Round 2) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	11	67	0	0	0	22	2	0	8	0	8	0	0	0	0	0	118	
3:45 PM	16	57	0	0	0	15	0	0	10	0	8	0	0	0	0	0	106	
4:00 PM	25	88	0	0	0	28	1	0	9	0	14	0	0	0	0	0	165	
4:15 PM	16	120	0	0	0	32	3	0	8	0	14	0	0	0	0	0	193	582
4:30 PM	24	78	0	0	0	23	1	0	5	0	9	0	0	0	0	0	140	604
4:45 PM	18	68	0	0	0	20	2	0	10	0	9	0	0	0	0	0	127	625
5:00 PM	8	46	0	0	0	23	1	0	1	0	8	0	0	0	0	0	87	547
5:15 PM	10	41	0	0	0	10	3	0	2	0	1	0	0	0	0	0	67	421

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	480	0	0	0	128	12	0	32	0	56	0	0	0	0	0	772
Heavy Trucks	0	12	0		0	16	4		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				4				284				8			296
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

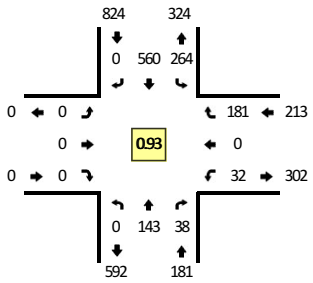
Report generated on 2/28/2024 7:03 AM

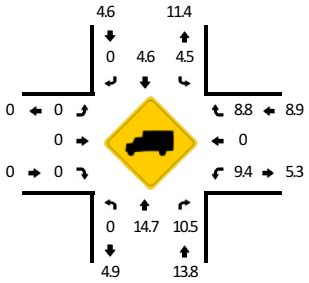
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

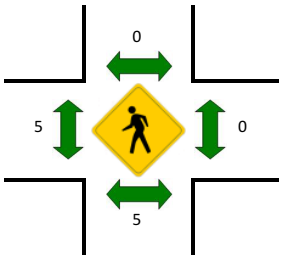
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 3) | **QC JOB #:** 16467090
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 23 2024

Peak-Hour: 9:00 AM -- 10:00 AM
Peak 15-Min: 9:45 AM -- 10:00 AM

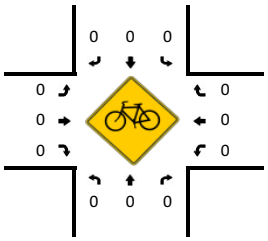


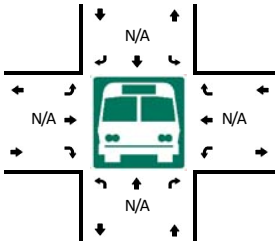


TRUE DATA TO IMPROVE MOBILITY

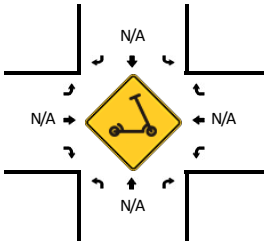












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 3) (Eastbound)				Deer Valley Dr N (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	20	5	0	92	131	0	0	0	0	0	0	3	0	32	0	283	
8:15 AM	0	28	4	0	70	168	0	0	0	0	0	0	4	0	44	0	318	
8:30 AM	0	36	2	0	64	149	0	0	0	0	0	0	4	0	57	0	312	
8:45 AM	0	20	6	0	69	126	0	0	0	0	0	0	9	0	36	0	266	1179
9:00 AM	0	30	3	0	48	145	0	0	0	0	0	0	9	0	62	0	297	1193
9:15 AM	0	28	8	0	72	146	0	0	0	0	0	0	9	0	37	0	300	1175
9:30 AM	0	37	8	0	69	130	0	0	0	0	0	0	10	0	40	0	294	1157
9:45 AM	0	48	19	0	75	139	0	0	0	0	0	0	4	0	42	0	327	1218

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	192	76	0	300	556	0	0	0	0	0	0	16	0	168	0	1308
Heavy Trucks	0	20	4		16	32	0		0	0	0		4	0	24		100
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

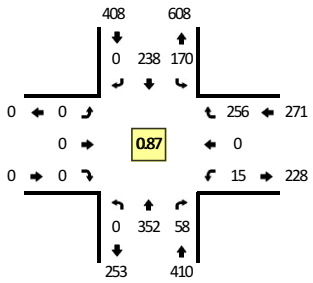
Comments:

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

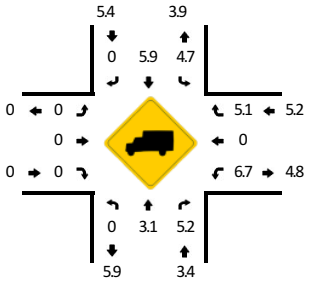
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

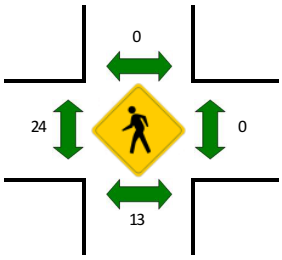
LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 3) | **QC JOB #:** 16467091
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 23 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

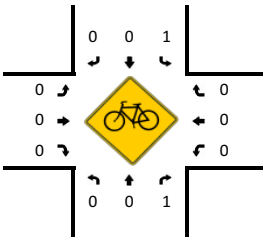


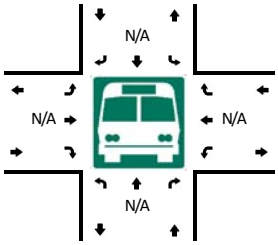




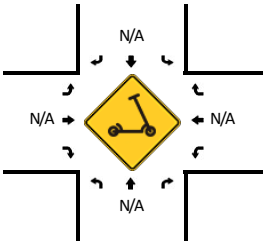












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 3) (Eastbound)				Deer Valley Dr N (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	65	7	0	42	59	0	0	0	0	0	0	6	0	73	0	252	
3:45 PM	0	103	5	0	37	70	0	0	0	0	0	0	6	0	93	0	314	
4:00 PM	0	84	11	0	47	74	0	0	0	0	0	0	2	0	68	0	286	
4:15 PM	0	68	20	0	46	51	0	0	0	0	0	0	2	0	41	0	228	1080
4:30 PM	0	97	22	0	40	43	0	0	0	0	0	0	5	0	54	0	261	1089
4:45 PM	0	86	20	0	32	41	0	0	0	0	0	0	1	0	65	0	245	1020
5:00 PM	0	104	12	0	38	39	0	0	0	0	0	0	2	0	81	0	276	1010
5:15 PM	0	65	2	0	51	31	0	0	0	0	0	0	2	0	97	0	248	1030

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	412	20	0	148	280	0	0	0	0	0	0	24	0	372	0	1256
Heavy Trucks	0	28	4		4	12	0		0	0	0		4	0	16		68
Buses																	
Pedestrians		8				0				12				0			20
Bicycles	0	0	4		0	0	0		0	0	0		0	0	0		4
Scooters																	

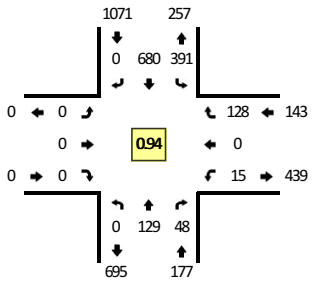
Comments:

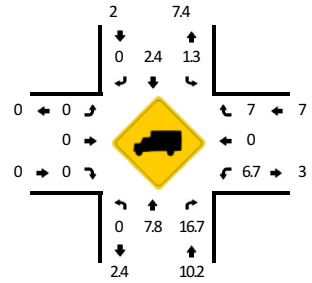
Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

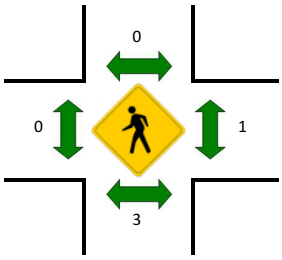
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 3) | **QC JOB #:** 16467092
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 24 2024

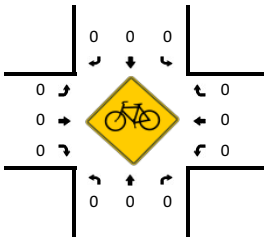
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

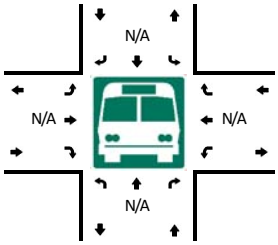




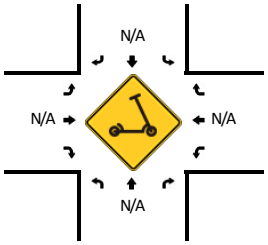












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 3) (Eastbound)				Deer Valley Dr N (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	0	16	5	0	83	203	0	0	0	0	0	0	2	0	24	0	333	
8:15 AM	0	39	8	0	106	181	0	0	0	0	0	0	5	0	29	0	368	
8:30 AM	0	36	20	0	94	165	0	0	0	0	0	0	3	0	44	0	362	
8:45 AM	0	38	15	0	108	131	0	0	0	0	0	0	5	0	31	0	328	1391
9:00 AM	0	35	23	0	84	120	0	0	0	0	0	0	2	0	32	0	296	1354
9:15 AM	0	32	25	0	101	81	0	0	0	0	0	0	5	0	41	0	285	1271
9:30 AM	0	50	16	0	65	80	0	0	0	0	0	0	6	0	40	0	257	1166
9:45 AM	0	57	7	0	33	70	0	0	0	0	0	0	7	0	90	0	264	1102

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	156	32	0	424	724	0	0	0	0	0	0	20	0	116	0	1472
Heavy Trucks	0	16	0		8	16	0		0	0	0		0	0	16		56
Buses																	
Pedestrians		8				0				0				4			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

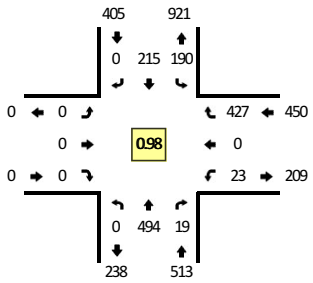
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr -- Deer Valley Dr N (Round 3) | **QC JOB #:** 16467093

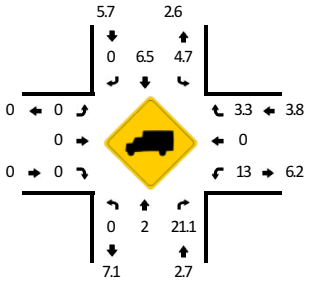
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 24 2024

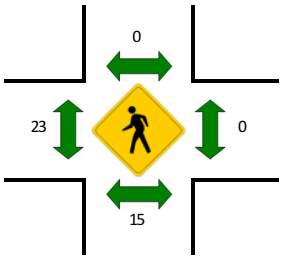
Peak-Hour: 3:45 PM -- 4:45 PM

Peak 15-Min: 4:00 PM -- 4:15 PM

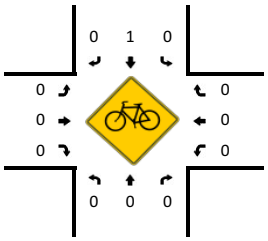


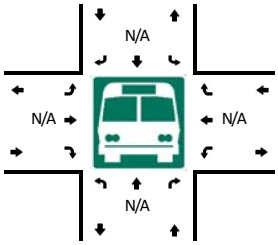




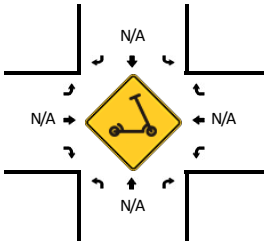












15-Min Count Period Beginning At	Deer Valley Dr (Northbound)				Deer Valley Dr (Southbound)				Deer Valley Dr N (Round 3) (Eastbound)				Deer Valley Dr N (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	101	2	0	34	56	0	0	0	0	0	0	11	0	100	0	304	
3:45 PM	0	114	4	0	56	61	0	0	0	0	0	0	6	0	102	0	343	
4:00 PM	0	110	7	0	42	54	0	0	0	0	0	0	9	0	128	0	350	
4:15 PM	0	133	6	0	46	51	0	0	0	0	0	0	3	0	98	0	337	1334
4:30 PM	0	137	2	0	46	49	0	0	0	0	0	0	5	0	99	0	338	1368
4:45 PM	0	111	5	0	33	62	0	0	0	0	0	0	2	0	93	0	306	1331
5:00 PM	0	84	6	0	42	40	0	0	0	0	0	0	2	0	91	0	265	1246
5:15 PM	0	72	4	0	39	39	0	0	0	0	0	0	5	0	79	0	238	1147

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	440	28	0	168	216	0	0	0	0	0	0	36	0	512	0	1400
Heavy Trucks	0	8	4		4	16	0		0	0	0		4	0	4		40
Buses																	
Pedestrians		16				0				24				0			40
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

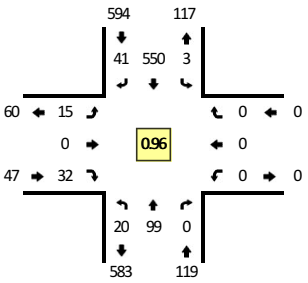
Comments:

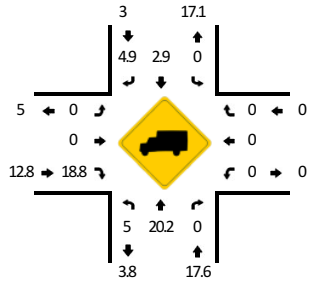
Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

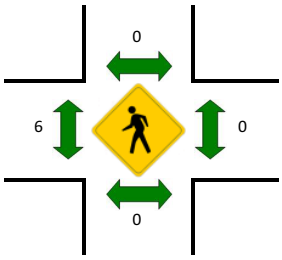
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Deer Valley Dr W -- Royal St (Round 3) | **QC JOB #:** 16467094
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 23 2024

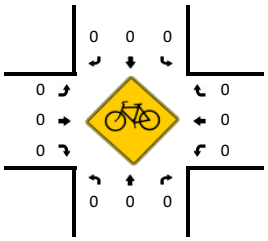
Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 9:15 AM -- 9:30 AM

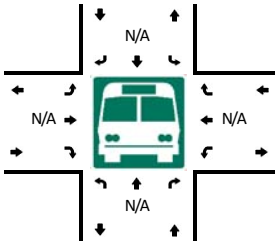




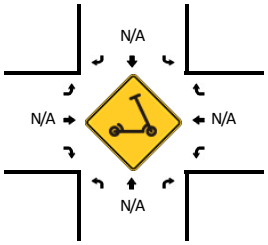












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 3) (Eastbound)				Royal St (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	20	0	0	0	118	2	0	2	0	0	0	0	0	0	0	144	
8:15 AM	3	19	0	0	0	158	4	1	5	0	4	0	0	0	0	0	194	
8:30 AM	6	26	0	1	0	136	5	2	4	0	14	0	0	0	0	0	194	
8:45 AM	5	23	0	0	0	137	10	0	3	0	10	0	0	0	0	0	188	720
9:00 AM	4	25	0	0	0	137	10	0	3	0	1	0	0	0	0	0	180	756
9:15 AM	4	25	0	0	0	140	16	1	5	0	7	0	0	0	0	0	198	760
9:30 AM	5	37	0	0	0	115	10	2	1	0	8	0	0	0	0	0	178	744
9:45 AM	5	46	0	0	0	104	7	1	11	0	11	0	0	0	0	0	185	741

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	100	0	0	0	560	64	4	20	0	28	0	0	0	0	0	792
Heavy Trucks	0	24	0		0	16	4		0	0	8		0	0	0		52
Buses																	
Pedestrians		0				0				16				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

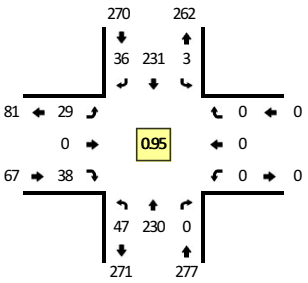
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

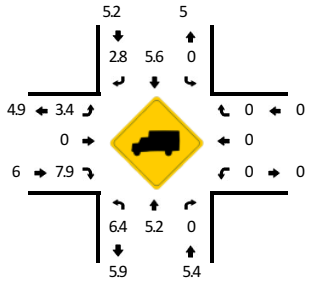
LOCATION: Deer Valley Dr W -- Royal St (Round 3) | **QC JOB #:** 16467095

CITY/STATE: Park City, UT | **DATE:** Fri, Feb 23 2024

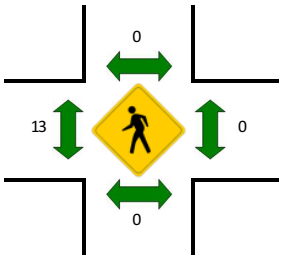
Peak-Hour: 3:45 PM -- 4:45 PM

Peak 15-Min: 3:45 PM -- 4:00 PM

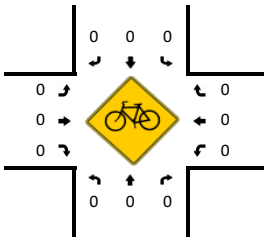


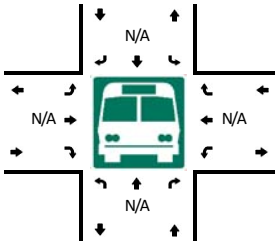


TRUE DATA TO IMPROVE MOBILITY

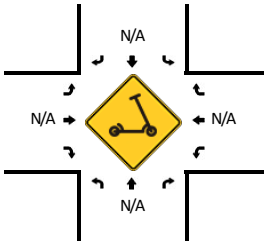












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 3) (Eastbound)				Royal St (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	9	37	0	0	0	59	5	1	13	0	7	0	0	0	0	0	131	
3:45 PM	6	60	0	1	0	70	12	0	6	0	7	0	0	0	0	0	162	
4:00 PM	6	52	0	0	0	71	8	3	11	0	8	0	0	0	0	0	159	
4:15 PM	15	56	0	1	0	50	7	0	8	0	14	0	0	0	0	0	151	603
4:30 PM	18	62	0	0	0	40	9	0	4	0	9	0	0	0	0	0	142	614
4:45 PM	9	57	0	0	0	40	4	4	13	0	9	0	0	0	0	0	136	588
5:00 PM	7	33	0	0	0	41	3	0	10	0	9	0	0	0	0	0	103	532
5:15 PM	8	25	0	1	0	25	5	2	7	0	3	0	0	0	0	0	76	457

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	240	0	4	0	280	48	0	24	0	28	0	0	0	0	0	648
Heavy Trucks	4	24	0		0	16	0		4	0	0		0	0	0		48
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

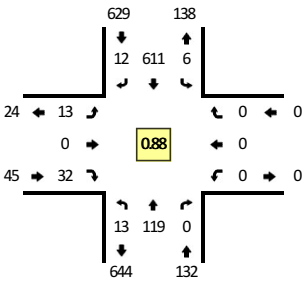
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

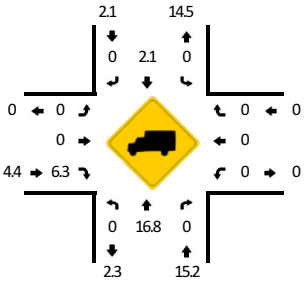
LOCATION: Deer Valley Dr W -- Royal St (Round 3)
CITY/STATE: Park City, UT

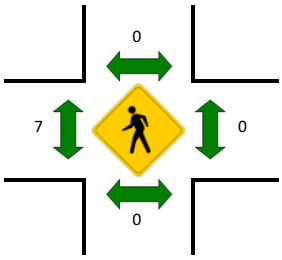
QC JOB #: 16467096
DATE: Sat, Feb 24 2024

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

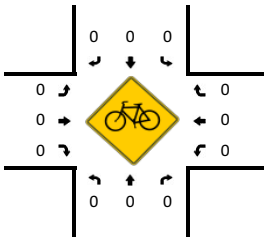


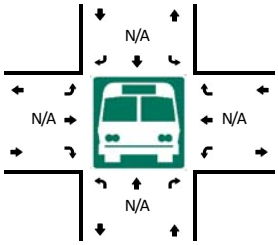




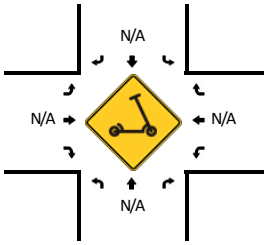












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 3) (Eastbound)				Royal St (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	11	0	0	0	192	2	1	4	0	6	0	0	0	0	0	218	
8:15 AM	3	32	0	0	0	178	4	2	3	0	6	0	0	0	0	0	228	
8:30 AM	3	39	0	0	0	128	4	2	2	0	8	0	0	0	0	0	186	
8:45 AM	4	37	0	1	0	113	2	1	4	0	12	0	0	0	0	0	174	806
9:00 AM	3	47	0	0	0	98	7	1	3	0	7	0	0	0	0	0	166	754
9:15 AM	5	29	0	0	0	60	1	2	2	0	7	0	0	0	0	0	106	632
9:30 AM	4	57	0	1	0	105	6	2	8	0	4	0	0	0	0	0	187	633
9:45 AM	3	50	0	0	0	62	8	1	7	0	4	0	0	0	0	0	135	594

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	128	0	0	0	712	16	8	12	0	24	0	0	0	0	0	912
Heavy Trucks	0	12	0		0	16	0		0	0	0		0	0	0		28
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

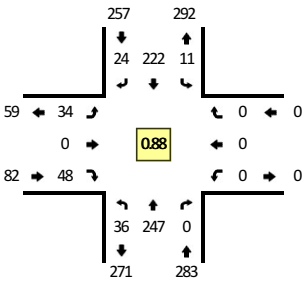
Type of peak hour being reported: Intersection Peak

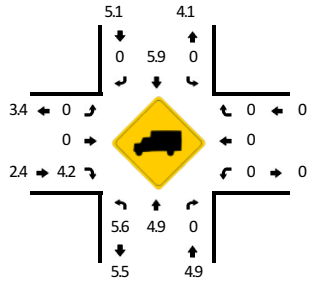
Method for determining peak hour: Total Entering Volume

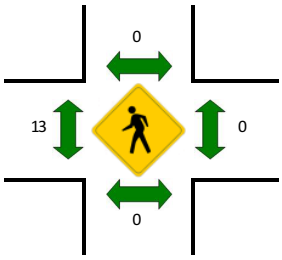
LOCATION: Deer Valley Dr W -- Royal St (Round 3)
CITY/STATE: Park City, UT

QC JOB #: 16467097
DATE: Sat, Feb 24 2024

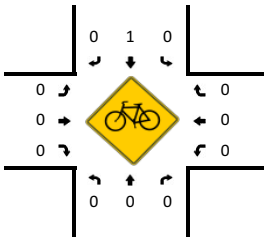
Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

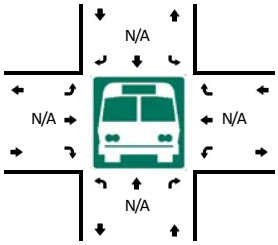




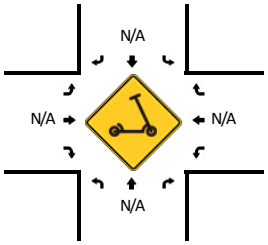












15-Min Count Period Beginning At	Deer Valley Dr W (Northbound)				Deer Valley Dr W (Southbound)				Royal St (Round 3) (Eastbound)				Royal St (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	1	56	0	0	0	61	8	1	6	0	12	0	0	0	0	0	145	
3:45 PM	10	63	0	1	0	65	8	2	7	0	20	0	0	0	0	0	176	
4:00 PM	6	54	0	0	0	52	10	3	10	0	10	0	0	0	0	0	145	
4:15 PM	8	59	0	0	0	49	2	3	14	0	9	0	0	0	0	0	144	610
4:30 PM	11	71	0	0	0	56	4	3	3	0	9	0	0	0	0	0	157	622
4:45 PM	6	52	0	0	0	50	5	0	7	0	11	0	0	0	0	0	131	577
5:00 PM	6	37	0	0	0	45	4	2	9	0	9	0	0	0	0	0	112	544
5:15 PM	3	31	0	0	0	33	4	1	11	0	8	0	0	0	0	0	91	491

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	40	252	0	4	0	260	32	8	28	0	80	0	0	0	0	0	704
Heavy Trucks	4	16	0		0	16	0		0	0	4		0	0	0		40
Buses																	
Pedestrians		0				0				16				0			16
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

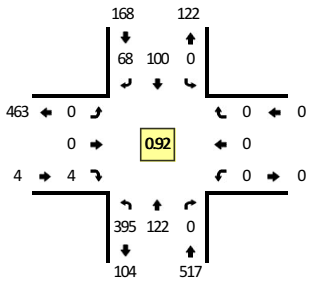
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

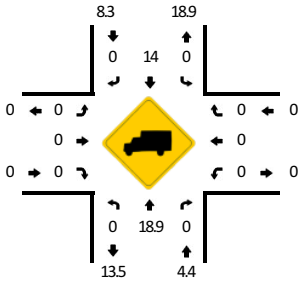
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 3)
CITY/STATE: Park City, UT

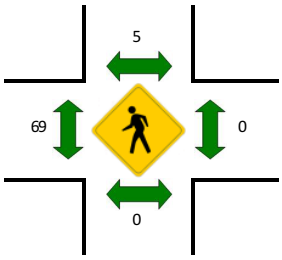
QC JOB #: 16467098
DATE: Fri, Feb 23 2024

Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

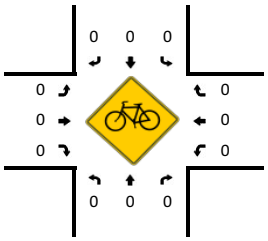


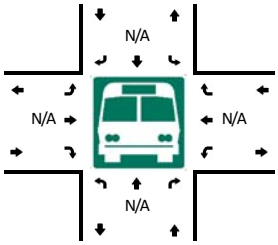




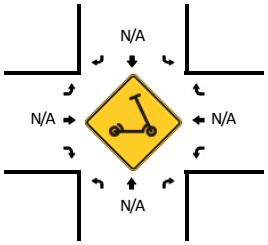












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 3) (Eastbound)				Doe Pass Rd (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	4	16	0	0	0	71	7	0	0	0	1	0	0	0	0	0	99	
8:15 AM	19	16	0	0	0	57	5	0	0	0	2	0	0	0	0	0	99	
8:30 AM	121	23	0	0	0	23	20	0	0	0	1	0	0	0	0	0	188	
8:45 AM	104	31	0	0	0	24	22	0	0	0	1	0	0	0	0	0	182	568
9:00 AM	86	42	0	0	0	24	15	0	0	0	2	0	0	0	0	0	169	638
9:15 AM	84	26	0	0	0	29	11	0	0	0	0	0	0	0	0	0	150	689
9:30 AM	38	40	0	0	0	18	19	0	2	0	2	0	0	0	0	0	119	620
9:45 AM	46	30	0	0	0	50	7	0	0	0	2	0	0	0	0	0	135	573

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	484	92	0	0	0	92	80	0	0	0	4	0	0	0	0	0	752
Heavy Trucks	0	24	0		0	12	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				0				36				0			36
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

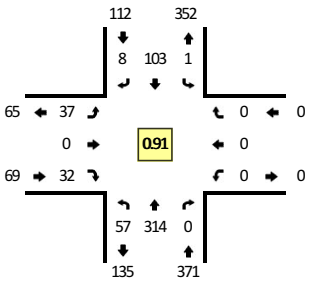
Report generated on 3/6/2024 8:14 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

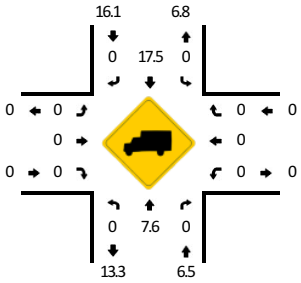
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

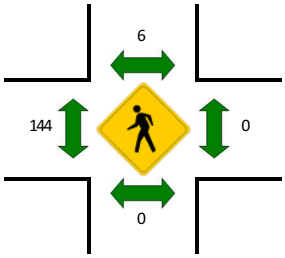
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 3) | **QC JOB #:** 16467099
CITY/STATE: Park City, UT | **DATE:** Fri, Feb 23 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

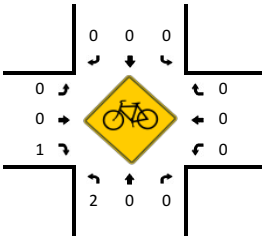


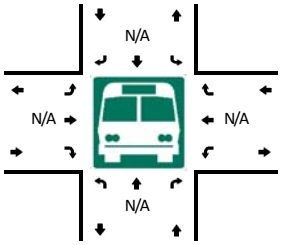
TRUE DATA TO IMPROVE MOBILITY



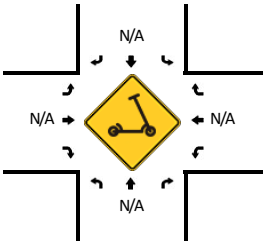












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 3) (Eastbound)				Doe Pass Rd (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	8	66	0	0	0	27	0	0	3	0	6	0	0	0	0	0	110	
3:45 PM	17	65	0	0	0	26	0	0	11	0	7	0	0	0	0	0	126	
4:00 PM	17	83	0	0	0	20	2	0	6	0	7	0	0	0	0	0	135	
4:15 PM	14	81	0	0	0	24	2	1	8	0	10	0	0	0	0	0	140	511
4:30 PM	9	85	0	0	0	33	4	0	12	0	8	0	0	0	0	0	151	552
4:45 PM	5	62	0	0	0	27	4	0	7	0	12	0	0	0	0	0	117	543
5:00 PM	11	64	0	0	0	20	3	1	2	0	6	0	0	0	0	0	107	515
5:15 PM	11	39	0	0	0	16	5	0	4	0	7	0	0	0	0	0	82	457

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	340	0	0	0	132	16	0	48	0	32	0	0	0	0	0	604
Heavy Trucks	0	20	0		0	16	0		0	0	0		0	0	0		36
Buses																	
Pedestrians		0				4				176				0			180
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

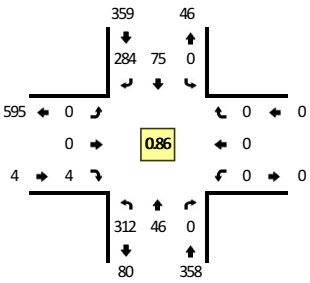
Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

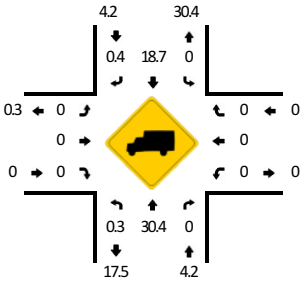
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

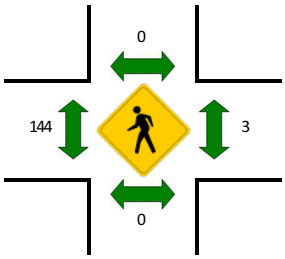
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 3) | **QC JOB #:** 164670100
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 24 2024

Peak-Hour: 8:15 AM -- 9:15 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

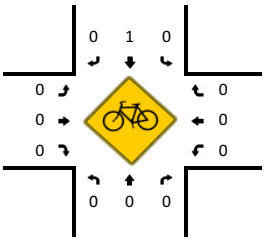
TRUE DATA TO IMPROVE MOBILITY

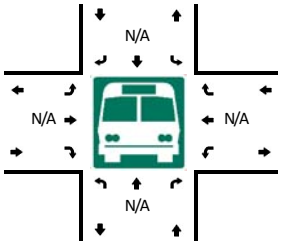




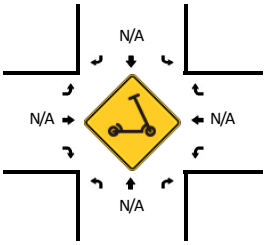












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 3) (Eastbound)				Doe Pass Rd (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 AM	2	10	0	0	0	62	22	0	0	0	0	0	0	0	0	0	96	
8:15 AM	89	18	0	1	0	30	70	0	0	0	1	0	0	0	0	0	209	
8:30 AM	81	11	0	0	0	18	80	0	0	0	2	0	0	0	0	0	192	
8:45 AM	79	9	0	0	0	13	72	0	0	0	0	0	0	0	0	0	173	670
9:00 AM	62	8	0	0	0	14	62	0	0	0	1	0	0	0	0	0	147	721
9:15 AM	29	6	0	0	0	26	34	0	1	0	0	0	0	0	0	0	96	608
9:30 AM	17	77	0	0	0	46	1	0	1	0	4	0	0	0	0	0	146	562
9:45 AM	5	64	0	0	0	31	1	0	0	0	2	0	0	0	0	0	103	492

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	356	72	0	4	0	120	280	0	0	0	4	0	0	0	0	0	836
Heavy Trucks	0	28	0		0	24	0		0	0	0		0	0	0		52
Buses																	
Pedestrians		0				0				56				0			56
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

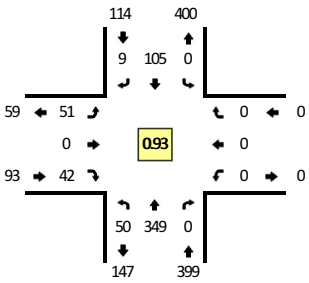
Comments:

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

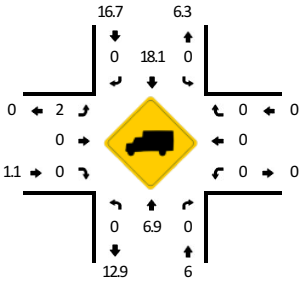
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

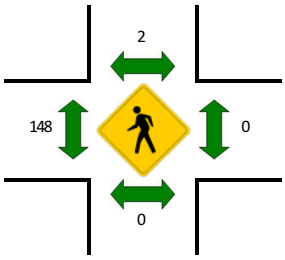
LOCATION: Deer Valley Dr E -- Doe Pass Rd (Round 3) | **QC JOB #:** 164670101
CITY/STATE: Park City, UT | **DATE:** Sat, Feb 24 2024

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

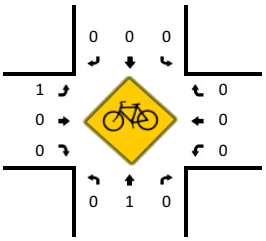


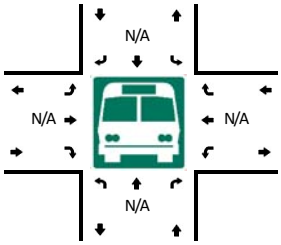
TRUE DATA TO IMPROVE MOBILITY



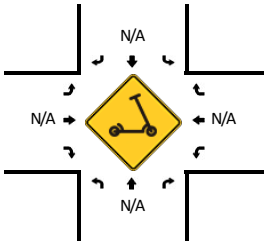












15-Min Count Period Beginning At	Deer Valley Dr E (Northbound)				Deer Valley Dr E (Southbound)				Doe Pass Rd (Round 3) (Eastbound)				Doe Pass Rd (Round 3) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	5	80	0	0	0	19	3	0	13	0	6	0	0	0	0	0	126	
3:45 PM	8	69	0	0	0	32	6	0	16	0	13	0	0	0	0	0	144	
4:00 PM	19	100	0	0	0	21	0	0	15	0	8	0	0	0	0	0	163	
4:15 PM	11	90	0	0	0	25	1	0	12	0	10	0	0	0	0	0	149	582
4:30 PM	12	90	0	0	0	27	2	0	8	0	11	0	0	0	0	0	150	606
4:45 PM	11	52	0	0	0	19	3	1	8	0	2	0	0	0	0	0	96	558
5:00 PM	13	47	0	0	0	13	5	0	1	0	5	0	0	0	0	0	84	479
5:15 PM	8	48	0	0	0	13	4	0	2	0	3	0	0	0	0	0	78	408

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	400	0	0	0	84	0	0	60	0	32	0	0	0	0	0	652
Heavy Trucks	0	28	0		0	16	0		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				108				0			108
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/6/2024 8:14 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Attachment C: Model Outputs

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	122	119	97.5%	1.2	0.6	A
	Right Turn	35	33	94.6%	3.3	1.7	A
	Subtotal	157	152	96.9%	1.7	0.7	A
SB	Left Turn	346	349	100.8%	2.0	0.5	A
	Through	607	591	97.4%	0.7	0.1	A
	Right Turn						
	Subtotal	953	940	98.6%	1.2	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	12	11	92.5%	18.6	10.2	C
	Through						
	Right Turn	200	192	96.1%	9.1	1.6	A
	Subtotal	212	203	95.8%	9.5	1.8	A
Total		1,322	1,295	98.0%	2.4	0.3	A

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	1	1	70.0%	0.0	0.0	A
	Through						
	Right Turn	15	15	102.0%	8.7	2.4	A
	Subtotal	16	16	100.0%	8.7	2.4	A
EB	Left Turn	16	17	103.8%	2.2	1.3	A
	Through	365	365	100.0%	1.0	0.4	A
	Right Turn						
	Subtotal	381	382	100.1%	1.0	0.4	A
WB	Left Turn						
	Through	197	189	95.9%	1.7	0.5	A
	Right Turn	1	1	90.0%	0.2	0.3	A
	Subtotal	198	190	95.9%	1.7	0.5	A
Total		595	587	98.7%	1.5	0.3	A

Intersection 3 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	36	33	90.6%	10.5	3.1	B
	Through						
	Right Turn	70	74	105.0%	6.2	0.8	A
	Subtotal	106	106	100.1%	7.6	1.3	A
EB	Left Turn	37	39	104.6%	5.6	1.6	A
	Through	327	324	99.0%	7.3	2.0	A
	Right Turn						
	Subtotal	364	362	99.5%	7.2	1.9	A
WB	Left Turn						
	Through	109	98	90.2%	0.7	0.1	A
	Right Turn	18	17	96.1%	0.5	0.1	A
	Subtotal	127	116	91.0%	0.6	0.1	A
Total		597	584	97.8%	6.0	1.2	A

Intersection 4 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	97	86	88.5%	0.3	0.2	A
	Right Turn	13	12	90.8%	0.5	0.2	A
	Subtotal	110	98	88.7%	0.4	0.2	A
SB	Left Turn	33	30	90.6%	5.9	3.7	A
	Through	331	327	98.7%	4.2	1.2	A
	Right Turn						
	Subtotal	364	357	98.0%	4.4	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	39	39	99.7%	10.9	5.8	B
	Through						
	Right Turn	37	37	99.7%	6.1	2.2	A
	Subtotal	76	76	99.7%	8.4	3.3	A
Total		550	530	96.4%	4.2	1.2	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	176	170	96.4%	66.1	44.5	F
	Through	80	71	89.0%	56.8	44.4	F
	Right Turn						
	Subtotal	256	241	94.1%	63.1	44.1	F
SB	Left Turn						
	Through	246	243	98.6%	7.2	1.5	A
	Right Turn	142	140	98.3%	12.5	2.5	B
	Subtotal	388	382	98.5%	9.2	1.7	A
EB	Left Turn						
	Through						
	Right Turn	1	0	0.0%	0.0	0.0	A
	Subtotal	1	0	0.0%	0.0	0.0	A
WB	Left Turn						
	Through						
	Right Turn	4	2	57.5%	6.0	1.1	A
	Subtotal	4	2	57.5%	6.0	1.1	A
Total		649	625	96.4%	31.3	22.5	D

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	12	13	105.0%	4.9	5.0	A
	Through	112	109	97.5%	2.5	0.9	A
	Right Turn						
	Subtotal	124	122	98.2%	2.9	1.3	A
SB	Left Turn	3	1	33.3%	5.5	5.2	A
	Through	563	545	96.7%	2.6	0.3	A
	Right Turn	16	17	103.8%	2.7	2.8	A
	Subtotal	582	562	96.6%	2.6	0.3	A
EB	Left Turn	18	18	102.2%	13.1	5.5	B
	Through						
	Right Turn	27	25	94.1%	9.9	3.6	A
	Subtotal	45	44	97.3%	11.1	3.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		751	728	96.9%	3.2	0.4	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	133	129	96.6%	0.3	0.1	A
	Right Turn						
	Subtotal	133	129	96.6%	0.3	0.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	12	12	102.5%	9.2	1.0	A
	Subtotal	12	12	102.5%	9.2	1.0	A
Total		145	141	97.1%	0.8	0.2	A

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	4	4	92.5%	17.0	13.8	C
	Through						
	Right Turn	9	9	103.3%	13.4	2.9	B
	Subtotal	13	13	100.0%	13.8	3.6	B
SB	Left Turn	8	9	116.3%	15.7	8.2	C
	Through						
	Right Turn	10	9	88.0%	6.4	2.4	A
	Subtotal	18	18	100.6%	11.4	4.3	B
EB	Left Turn	6	7	116.7%	7.6	7.1	A
	Through	936	922	98.5%	5.4	0.9	A
	Right Turn	4	3	65.0%	1.0	2.1	A
	Subtotal	946	932	98.5%	5.4	0.9	A
WB	Left Turn	1	1	70.0%	1.8	3.8	A
	Through	316	305	96.4%	0.6	0.4	A
	Right Turn	5	6	110.0%	0.3	0.2	A
	Subtotal	322	311	96.5%	0.6	0.5	A
Total		1,299	1,274	98.0%	4.4	0.7	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	166	165	99.2%	66.3	37.1	F
	Right Turn	83	83	100.2%	60.3	31.9	F
	Subtotal	249	248	99.5%	64.6	34.9	F
SB	Left Turn	899	888	98.8%	12.4	3.0	B
	Through	342	329	96.1%	4.0	0.7	A
	Right Turn	7	14	200.0%	4.2	1.9	A
	Subtotal	1,248	1,230	98.6%	10.1	2.3	B
EB	Left Turn	7	4	57.1%	133.6	91.5	F
	Through	15	15	97.3%	111.3	55.4	F
	Right Turn	5	6	120.0%	126.1	60.6	F
	Subtotal	27	25	91.1%	119.1	54.5	F
WB	Left Turn	45	45	98.9%	6.7	2.0	A
	Through	18	10	57.2%	8.5	2.0	A
	Right Turn	298	288	96.5%	5.3	0.7	A
	Subtotal	361	343	94.9%	5.5	0.8	A
Total		1,885	1,845	97.9%	17.4	5.0	C

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	498	510	102.5%	57.6	4.6	F
	Right Turn	19	18	96.8%	55.1	14.3	F
	Subtotal	517	529	102.3%	57.6	4.7	F
SB	Left Turn	180	179	99.7%	6.6	1.1	A
	Through	241	233	96.7%	0.4	0.1	A
	Right Turn						
	Subtotal	421	412	98.0%	3.1	0.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	22	98.6%	52.3	5.5	F
	Through						
	Right Turn	418	406	97.2%	48.6	4.6	E
	Subtotal	440	428	97.3%	48.7	4.3	E
Total		1,378	1,369	99.4%	39.1	1.3	E

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	4	4	97.5%	4.4	7.8	A
	Through						
	Right Turn	25	25	99.6%	17.5	4.3	C
	Subtotal	29	29	99.3%	17.2	4.2	C
EB	Left Turn	17	17	98.2%	3.0	4.3	A
	Through	182	181	99.3%	1.1	0.8	A
	Right Turn						
	Subtotal	199	198	99.2%	1.2	0.9	A
WB	Left Turn						
	Through	415	406	97.8%	228.6	35.3	F
	Right Turn	6	5	90.0%	160.1	112.9	F
	Subtotal	421	411	97.6%	228.5	35.0	F
Total		649	637	98.2%	150.2	25.6	F

Intersection 3 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	15	14	95.3%	10.8	8.6	B
	Through						
	Right Turn	59	59	100.3%	6.6	1.1	A
	Subtotal	74	74	99.3%	7.2	1.0	A
EB	Left Turn	60	61	100.8%	6.2	3.8	A
	Through	125	122	97.2%	5.3	2.2	A
	Right Turn						
	Subtotal	185	182	98.4%	5.6	2.3	A
WB	Left Turn						
	Through	407	398	97.7%	0.5	0.1	A
	Right Turn	38	38	100.5%	0.5	0.0	A
	Subtotal	445	436	98.0%	0.5	0.1	A
Total		704	691	98.2%	2.6	0.7	A

Intersection 4 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	394	388	98.4%	1.8	0.8	A
	Right Turn	57	56	98.1%	1.3	0.5	A
	Subtotal	451	444	98.3%	1.7	0.7	A
SB	Left Turn	48	46	94.8%	6.2	3.5	A
	Through	96	92	96.3%	3.3	1.3	A
	Right Turn						
	Subtotal	144	138	95.8%	4.2	1.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	23	25	107.8%	8.8	2.3	A
	Through						
	Right Turn	53	51	96.4%	7.9	1.4	A
	Subtotal	76	76	99.9%	8.3	1.5	A
Total		671	657	98.0%	3.0	0.7	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	72	102.3%	4.1	2.1	A
	Through	343	339	98.7%	1.3	0.5	A
	Right Turn						
	Subtotal	413	410	99.3%	1.8	0.7	A
SB	Left Turn						
	Through	95	90	95.1%	2.7	1.1	A
	Right Turn	11	13	113.6%	3.3	4.0	A
	Subtotal	106	103	97.0%	2.9	1.1	A
EB	Left Turn	34	34	99.1%	13.9	1.7	B
	Through						
	Right Turn	39	38	98.5%	10.5	0.7	B
	Subtotal	73	72	98.8%	12.2	0.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		592	585	98.8%	3.2	0.4	A

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	39	38	97.2%	3.6	1.2	A
	Through	240	232	96.5%	2.3	0.5	A
	Right Turn						
	Subtotal	279	270	96.6%	2.5	0.4	A
SB	Left Turn	6	6	93.3%	4.3	3.0	A
	Through	274	267	97.5%	2.2	0.6	A
	Right Turn	27	25	93.0%	1.9	1.8	A
	Subtotal	307	298	97.0%	2.2	0.6	A
EB	Left Turn	29	28	96.9%	10.7	4.1	B
	Through						
	Right Turn	40	40	99.3%	7.0	1.0	A
	Subtotal	69	68	98.3%	8.3	1.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		655	635	97.0%	3.0	0.3	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	275	265	96.5%	6.7	5.7	A
	Right Turn						
	Subtotal	275	265	96.5%	6.7	5.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	325	323	99.3%	71.8	63.8	F
	Subtotal	325	323	99.3%	71.8	63.8	F
Total		600	588	98.0%	42.6	36.2	E

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	10	98.0%	17.8	25.4	C
	Through						
	Right Turn	1	1	100.0%	0.7	2.2	A
	Subtotal	11	11	98.2%	13.6	12.4	B
SB	Left Turn	3	4	136.7%	38.9	22.6	E
	Through	1	1	80.0%	3.9	7.2	A
	Right Turn	4	3	85.0%	17.5	14.7	C
	Subtotal	8	8	103.8%	31.6	9.7	D
EB	Left Turn	3	3	90.0%	20.1	34.6	C
	Through	417	409	98.0%	7.0	8.6	A
	Right Turn	16	16	99.4%	13.9	25.9	B
	Subtotal	436	427	98.0%	7.6	9.6	A
WB	Left Turn	3	2	56.7%	1.2	2.4	A
	Through	903	906	100.3%	0.6	0.3	A
	Right Turn	10	8	80.0%	0.3	0.1	A
	Subtotal	916	916	99.9%	0.6	0.3	A
Total		1,371	1,362	99.3%	3.1	2.8	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through	500	487	97.3%	155.7	98.9	F
	Right Turn	49	50	101.8%	133.1	97.0	F
	Subtotal	551	536	97.4%	153.3	98.5	F
SB	Left Turn	680	650	95.6%	8.1	1.0	A
	Through	413	396	95.9%	4.1	0.6	A
	Right Turn	3	6	186.7%	6.7	5.8	A
	Subtotal	1,096	1,052	95.9%	6.6	0.8	A
EB	Left Turn	8	4	50.0%	47.1	29.9	E
	Through	17	16	95.3%	32.8	21.2	D
	Right Turn	4	7	175.0%	21.4	19.4	C
	Subtotal	29	27	93.8%	31.6	14.4	D
WB	Left Turn	80	73	91.1%	35.6	7.9	E
	Through	18	10	54.4%	28.3	17.8	D
	Right Turn	838	848	101.2%	15.8	3.4	C
	Subtotal	936	931	99.5%	17.6	3.8	C
Total		2,612	2,546	97.5%	41.8	18.7	E

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	125	122	97.9%	1.8	1.0	A
	Right Turn	40	36	89.3%	4.9	4.8	A
	Subtotal	165	158	95.8%	2.5	1.9	A
SB	Left Turn	350	356	101.6%	2.3	0.5	A
	Through	610	593	97.2%	0.8	0.1	A
	Right Turn						
	Subtotal	960	948	98.8%	1.4	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	15	14	93.3%	14.9	8.9	B
	Through						
	Right Turn	205	195	95.1%	9.9	1.2	A
	Subtotal	220	209	95.0%	10.4	1.6	B
Total		1,345	1,315	97.8%	2.8	0.2	A

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	5	90.0%	8.5	6.5	A
	Through						
	Right Turn	15	14	96.0%	6.9	3.6	A
	Subtotal	20	19	94.5%	8.6	2.4	A
EB	Left Turn	20	21	102.5%	1.6	1.2	A
	Through	370	371	100.2%	0.8	0.4	A
	Right Turn						
	Subtotal	390	391	100.3%	0.8	0.4	A
WB	Left Turn						
	Through	205	195	95.1%	1.1	0.3	A
	Right Turn	5	4	74.0%	0.6	1.4	A
	Subtotal	210	199	94.6%	1.1	0.3	A
Total		620	609	98.2%	1.0	0.3	A

Intersection 3 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	40	37	91.3%	10.7	2.8	B
	Through						
	Right Turn	70	71	101.7%	7.6	1.3	A
	Subtotal	110	108	97.9%	8.7	1.7	A
EB	Left Turn	40	42	104.0%	6.1	5.4	A
	Through	330	329	99.8%	7.6	2.7	A
	Right Turn						
	Subtotal	370	371	100.2%	7.5	2.9	A
WB	Left Turn						
	Through	110	99	90.1%	0.5	0.2	A
	Right Turn	20	19	94.5%	0.5	0.1	A
	Subtotal	130	118	90.8%	0.5	0.2	A
Total		610	597	97.8%	6.5	1.8	A

Intersection 4 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	100	88	88.3%	0.5	0.3	A
	Right Turn	15	15	97.3%	1.0	0.8	A
	Subtotal	115	103	89.5%	0.6	0.3	A
SB	Left Turn	35	35	99.7%	4.2	3.7	A
	Through	335	330	98.5%	4.2	1.5	A
	Right Turn						
	Subtotal	370	365	98.6%	4.2	1.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	40	38	95.3%	10.3	7.4	B
	Through						
	Right Turn	40	40	99.8%	6.1	0.8	A
	Subtotal	80	78	97.5%	8.4	4.1	A
Total		565	546	96.6%	4.1	1.5	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	180	173	95.8%	72.3	46.1	F
	Through	80	71	88.9%	63.8	44.0	F
	Right Turn						
	Subtotal	260	244	93.7%	69.6	45.0	F
SB	Left Turn						
	Through	250	250	100.2%	7.5	2.4	A
	Right Turn	145	140	96.4%	11.9	3.0	B
	Subtotal	395	390	98.8%	9.1	2.5	A
EB	Left Turn						
	Through						
	Right Turn	5	5	106.0%	10.4	1.6	B
	Subtotal	5	5	106.0%	10.4	1.6	B
WB	Left Turn						
	Through						
	Right Turn	5	3	66.0%	6.0	1.2	A
	Subtotal	5	3	66.0%	6.0	1.2	A
Total		665	642	96.6%	33.3	20.7	D

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	15	101.3%	4.9	4.5	A
	Through	115	113	98.2%	2.4	0.6	A
	Right Turn						
	Subtotal	130	128	98.5%	2.9	0.8	A
SB	Left Turn	5	4	80.0%	5.9	7.2	A
	Through	565	545	96.5%	2.8	0.3	A
	Right Turn	20	21	102.5%	2.6	1.6	A
	Subtotal	590	570	96.6%	2.8	0.3	A
EB	Left Turn	20	20	101.0%	12.8	5.8	B
	Through						
	Right Turn	30	29	95.0%	8.9	4.6	A
	Subtotal	50	49	97.4%	10.9	3.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		770	747	97.0%	3.2	0.2	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	140	137	97.6%	0.3	0.1	A
	Right Turn						
	Subtotal	140	137	97.6%	0.3	0.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	15	14	94.7%	9.4	0.7	A
	Subtotal	15	14	94.7%	9.4	0.7	A
Total		155	151	97.3%	0.9	0.2	A

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	4	84.0%	6.6	12.2	A
	Through						
	Right Turn	10	10	98.0%	7.2	6.7	A
	Subtotal	15	14	93.3%	12.9	10.1	B
SB	Left Turn	10	10	99.0%	16.7	6.4	C
	Through						
	Right Turn	10	8	83.0%	7.9	3.2	A
	Subtotal	20	18	91.0%	12.9	5.6	B
EB	Left Turn	10	10	99.0%	3.9	2.9	A
	Through	940	929	98.8%	4.8	0.4	A
	Right Turn	5	5	100.0%	3.0	4.0	A
	Subtotal	955	944	98.8%	4.8	0.4	A
WB	Left Turn	5	6	116.0%	11.5	8.3	B
	Through	320	306	95.6%	1.1	0.7	A
	Right Turn	5	5	102.0%	0.8	1.3	A
	Subtotal	330	317	96.0%	1.3	0.7	A
Total		1,320	1,293	97.9%	4.2	0.4	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	170	169	99.4%	66.5	32.5	F
	Right Turn	85	85	99.4%	52.2	23.4	F
	Subtotal	255	253	99.4%	61.9	28.9	F
SB	Left Turn	910	900	98.9%	9.6	1.9	A
	Through	345	333	96.6%	4.0	0.7	A
	Right Turn	7	14	200.0%	4.6	2.2	A
	Subtotal	1,262	1,248	98.9%	8.0	1.3	A
EB	Left Turn	7	4	57.1%	51.7	33.3	F
	Through	15	16	107.3%	72.6	21.5	F
	Right Turn	5	6	120.0%	78.4	38.0	F
	Subtotal	27	26	96.7%	69.8	20.9	F
WB	Left Turn	45	43	94.7%	9.3	2.3	A
	Through	18	11	62.8%	11.0	4.0	B
	Right Turn	300	290	96.6%	5.8	1.7	A
	Subtotal	363	344	94.7%	6.4	1.4	A
Total		1,907	1,871	98.1%	16.6	4.9	C

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	500	512	102.3%	56.0	7.3	F
	Right Turn	20	19	94.5%	54.1	8.8	F
	Subtotal	520	531	102.0%	56.0	7.2	F
SB	Left Turn	185	183	98.7%	8.2	2.7	A
	Through	245	234	95.6%	0.5	0.1	A
	Right Turn						
	Subtotal	430	417	97.0%	3.9	1.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	24	94.4%	53.8	8.1	F
	Through						
	Right Turn	420	404	96.3%	49.3	4.7	E
	Subtotal	445	428	96.2%	49.5	4.8	E
Total		1,395	1,375	98.6%	38.9	2.5	E

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	4	88.0%	5.8	8.5	A
	Through						
	Right Turn	25	25	98.0%	16.7	4.3	C
	Subtotal	30	29	96.3%	16.3	4.6	C
EB	Left Turn	20	20	101.5%	3.2	2.1	A
	Through	185	181	98.0%	0.7	0.5	A
	Right Turn						
	Subtotal	205	202	98.3%	1.0	0.6	A
WB	Left Turn						
	Through	420	407	96.8%	195.2	66.3	F
	Right Turn	10	8	84.0%	204.9	59.1	F
	Subtotal	430	415	96.5%	195.3	66.1	F
Total		665	646	97.1%	127.8	44.6	F

Intersection 3 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	15	14	94.7%	9.9	3.2	A
	Through						
	Right Turn	60	59	99.0%	7.0	1.2	A
	Subtotal	75	74	98.1%	7.6	1.4	A
EB	Left Turn	60	58	96.8%	9.4	2.7	A
	Through	125	123	98.3%	6.4	1.6	A
	Right Turn						
	Subtotal	185	181	97.8%	7.3	1.4	A
WB	Left Turn						
	Through	410	398	97.0%	0.5	0.1	A
	Right Turn	40	40	100.0%	0.6	0.0	A
	Subtotal	450	438	97.2%	0.5	0.1	A
Total		710	692	97.5%	2.9	0.5	A

Intersection 4 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	395	386	97.7%	1.0	0.1	A
	Right Turn	60	59	98.3%	1.2	0.3	A
	Subtotal	455	445	97.8%	1.0	0.1	A
SB	Left Turn	50	50	100.0%	6.8	2.4	A
	Through	100	95	95.0%	4.9	1.5	A
	Right Turn						
	Subtotal	150	145	96.7%	5.4	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	26	105.2%	9.6	3.4	A
	Through						
	Right Turn	55	52	94.9%	8.5	2.4	A
	Subtotal	80	79	98.1%	8.9	2.6	A
Total		685	669	97.6%	3.0	0.5	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	70	71	101.0%	3.8	1.2	A
	Through	345	338	98.0%	1.5	0.4	A
	Right Turn						
	Subtotal	415	409	98.5%	1.9	0.4	A
SB	Left Turn						
	Through	95	90	94.5%	3.2	1.4	A
	Right Turn	15	14	94.7%	6.7	5.3	A
	Subtotal	110	104	94.5%	3.7	1.6	A
EB	Left Turn	35	34	98.0%	13.8	1.3	B
	Through						
	Right Turn	40	39	97.3%	10.3	0.5	B
	Subtotal	75	73	97.6%	12.0	0.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		600	586	97.7%	3.4	0.4	A

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	40	40	100.0%	3.7	1.2	A
	Through	240	231	96.2%	2.2	0.5	A
	Right Turn						
	Subtotal	280	271	96.7%	2.4	0.5	A
SB	Left Turn	10	11	108.0%	1.5	1.5	A
	Through	275	264	96.0%	2.3	0.5	A
	Right Turn	30	27	89.3%	1.9	1.1	A
	Subtotal	315	302	95.8%	2.2	0.4	A
EB	Left Turn	30	29	95.0%	12.2	2.9	B
	Through						
	Right Turn	40	39	98.3%	7.2	1.4	A
	Subtotal	70	68	96.9%	9.0	1.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		665	640	96.3%	3.0	0.3	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	280	270	96.3%	6.5	5.0	A
	Right Turn						
	Subtotal	280	270	96.3%	6.5	5.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	330	325	98.5%	88.1	69.1	F
	Subtotal	330	325	98.5%	88.1	69.1	F
Total		610	595	97.5%	50.9	37.6	F

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	8	79.0%	11.7	5.2	B
	Through						
	Right Turn	5	5	100.0%	3.4	4.4	A
	Subtotal	15	13	86.0%	10.4	3.1	B
SB	Left Turn	5	6	120.0%	67.9	33.0	F
	Through	5	4	88.0%	26.4	12.6	D
	Right Turn	5	4	72.0%	29.1	17.6	D
	Subtotal	15	14	93.3%	45.3	17.3	E
EB	Left Turn	5	5	104.0%	15.0	18.8	B
	Through	420	407	96.8%	4.7	2.5	A
	Right Turn	20	20	101.0%	4.2	3.4	A
	Subtotal	445	432	97.1%	4.8	2.8	A
WB	Left Turn	5	4	78.0%	0.2	0.4	A
	Through	905	904	99.9%	0.6	0.2	A
	Right Turn	10	8	76.0%	0.3	0.0	A
	Subtotal	920	915	99.5%	0.6	0.2	A
Total		1,395	1,374	98.5%	2.8	0.9	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through	505	480	95.0%	242.1	122.8	F
	Right Turn	50	49	98.8%	220.3	126.5	F
	Subtotal	557	529	95.0%	239.8	123.1	F
SB	Left Turn	690	659	95.5%	9.2	2.2	A
	Through	415	397	95.7%	4.1	0.9	A
	Right Turn	3	6	190.0%	5.6	2.6	A
	Subtotal	1,108	1,062	95.8%	7.3	1.4	A
EB	Left Turn	8	4	50.0%	31.2	15.5	D
	Through	17	16	93.5%	37.1	23.7	E
	Right Turn	4	7	175.0%	28.9	17.6	D
	Subtotal	29	27	92.8%	33.7	16.7	D
WB	Left Turn	80	75	93.4%	37.1	10.3	E
	Through	18	10	56.1%	37.5	24.6	E
	Right Turn	845	850	100.6%	19.1	8.9	C
	Subtotal	943	935	99.1%	20.9	9.3	C
Total		2,637	2,553	96.8%	61.0	23.9	F

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	135	125	92.4%	22.4	3.9	C
	Right Turn	40	36	90.5%	17.5	8.9	B
	Subtotal	175	161	91.9%	21.3	4.1	C
SB	Left Turn	348	351	100.8%	8.6	2.0	A
	Through	582	557	95.7%	7.4	1.7	A
	Right Turn						
	Subtotal	930	908	97.6%	7.9	1.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	15	14	95.3%	31.6	18.5	C
	Through						
	Right Turn	239	215	89.9%	5.1	0.7	A
	Subtotal	254	229	90.2%	6.7	1.7	A
Total		1,359	1,298	95.5%	9.7	1.3	A

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	5	90.0%	8.2	5.5	A
	Through						
	Right Turn	15	14	96.0%	5.7	2.7	A
	Subtotal	20	19	94.5%	7.9	2.4	A
EB	Left Turn	20	18	91.5%	1.3	1.0	A
	Through	368	369	100.4%	1.3	0.8	A
	Right Turn						
	Subtotal	388	388	99.9%	1.3	0.8	A
WB	Left Turn						
	Through	239	215	89.9%	0.9	0.2	A
	Right Turn	5	4	78.0%	0.4	0.6	A
	Subtotal	244	219	89.7%	0.9	0.2	A
Total		652	625	95.9%	1.2	0.5	A

Intersection 3 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	40	37	91.3%	8.1	1.7	A
	Through						
	Right Turn	70	71	101.7%	6.1	0.4	A
	Subtotal	110	108	97.9%	6.8	0.7	A
EB	Left Turn	40	43	107.5%	4.6	4.4	A
	Through	328	324	98.6%	5.5	1.8	A
	Right Turn						
	Subtotal	368	367	99.6%	5.3	1.8	A
WB	Left Turn						
	Through	144	109	76.0%	0.1	0.1	A
	Right Turn	20	18	88.5%	0.5	0.1	A
	Subtotal	164	127	77.5%	0.2	0.1	A
Total		642	601	93.7%	4.4	1.2	A

Intersection 4 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	134	97	72.2%	0.2	0.1	A
	Right Turn	15	14	90.0%	0.5	0.1	A
	Subtotal	149	110	74.0%	0.2	0.1	A
SB	Left Turn	35	35	101.1%	2.1	0.6	A
	Through	333	326	97.8%	3.6	0.9	A
	Right Turn						
	Subtotal	368	361	98.1%	3.5	0.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	40	38	95.3%	6.9	1.1	A
	Through						
	Right Turn	40	40	99.5%	6.4	1.1	A
	Subtotal	80	78	97.4%	6.7	0.9	A
Total		597	549	92.0%	3.4	0.5	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	175	150	85.9%	7.6	1.0	A
	Through	147	114	77.3%	7.3	0.4	A
	Right Turn						
	Subtotal	322	264	82.0%	7.5	0.6	A
SB	Left Turn						
	Through	106	100	94.5%	24.7	9.1	C
	Right Turn	165	163	99.0%	21.2	6.5	C
	Subtotal	271	264	97.2%	22.6	7.3	C
EB	Left Turn	6	5	90.0%	5.8	3.9	A
	Through						
	Right Turn						
	Subtotal	6	5	90.0%	5.8	3.9	A
WB	Left Turn						
	Through						
	Right Turn	5	3	58.0%	6.4	0.9	A
	Subtotal	5	3	58.0%	6.4	0.9	A
Total		604	536	88.7%	15.4	4.3	C

Intersection 6 **Deer Valley Drive West/Royal Street-Hotel Access** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	29	28	96.9%	0.0	0.1	A
	Through	267	242	90.6%	0.1	0.0	A
	Right Turn	35	33	95.4%	0.1	0.0	A
	Subtotal	331	303	91.6%	0.1	0.0	A
EB	Left Turn	20	20	102.0%	7.8	1.1	A
	Through						
	Right Turn	30	28	94.7%	8.4	1.2	A
	Subtotal	50	49	97.6%	8.2	0.9	A
WB	Left Turn						
	Through						
	Right Turn	13	12	92.3%	6.0	0.2	A
	Subtotal	13	12	92.3%	6.0	0.2	A
Total		394	364	92.4%	1.4	0.2	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	33	32	97.3%	2.5	1.5	A
	Right Turn						
	Subtotal	33	32	97.3%	2.5	1.5	A
SB	Left Turn	253	238	94.1%	4.0	0.9	A
	Through	309	287	92.9%	3.8	0.6	A
	Right Turn						
	Subtotal	562	525	93.5%	3.9	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	22	100.5%	3.2	1.6	A
	Through						
	Right Turn	127	121	95.1%	1.2	0.3	A
	Subtotal	149	143	95.9%	1.5	0.3	A
Total		744	700	94.1%	3.3	0.5	A

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	5	4	84.0%	9.6	5.6	A
	Through						
	Right Turn	10	10	98.0%	11.5	7.7	B
	Subtotal	15	14	93.3%	12.7	5.1	B
SB	Left Turn	10	10	98.0%	17.9	9.8	C
	Through						
	Right Turn	10	8	83.0%	5.0	0.8	A
	Subtotal	20	18	90.5%	12.9	6.3	B
EB	Left Turn	10	11	105.0%	3.7	2.6	A
	Through	910	891	97.9%	6.3	1.9	A
	Right Turn	5	5	102.0%	5.5	6.4	A
	Subtotal	925	907	98.0%	6.3	1.9	A
WB	Left Turn	5	5	96.0%	9.7	7.7	A
	Through	364	330	90.6%	0.7	0.6	A
	Right Turn	5	5	94.0%	0.2	0.2	A
	Subtotal	374	339	90.7%	0.9	0.7	A
Total		1,334	1,278	95.8%	5.4	1.7	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	170	167	98.2%	46.3	26.2	E
	Right Turn	99	101	101.8%	47.1	27.3	E
	Subtotal	269	268	99.5%	46.6	25.4	E
SB	Left Turn	866	855	98.7%	12.9	3.1	B
	Through	345	334	96.8%	4.1	1.0	A
	Right Turn	7	20	278.6%	21.6	11.5	C
	Subtotal	1,218	1,209	99.2%	10.7	2.6	B
EB	Left Turn	7	4	57.1%	108.9	88.6	F
	Through	15	15	98.7%	95.4	47.0	F
	Right Turn	5	6	120.0%	120.3	82.3	F
	Subtotal	27	25	91.9%	105.8	55.4	F
WB	Left Turn	49	46	94.3%	9.1	2.6	A
	Through	18	10	57.8%	8.5	3.9	A
	Right Turn	340	309	90.8%	8.3	1.0	A
	Subtotal	407	365	89.7%	8.4	0.9	A
Total		1,921	1,866	97.1%	16.2	5.2	C

Intersection 10 **Middle Driveway (P3)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	4	4	87.5%	10.4	2.4	B
	Through						
	Right Turn	2	2	75.0%	3.9	4.1	A
	Subtotal	6	5	83.3%	10.0	2.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	101	97	96.2%	0.2	0.1	A
	Right Turn	147	138	93.9%	0.2	0.0	A
	Subtotal	248	235	94.8%	0.2	0.0	A
WB	Left Turn	141	124	88.2%	2.8	0.7	A
	Through	145	140	96.4%	0.4	0.2	A
	Right Turn						
	Subtotal	286	264	92.3%	1.4	0.3	A
Total		540	504	93.4%	1.0	0.2	A

Intersection 11 **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	45	45	99.1%	8.9	0.6	A
	Through						
	Right Turn	4	4	97.5%	4.0	5.5	A
	Subtotal	49	49	99.0%	8.9	0.5	A
SB	Left Turn						
	Through						
	Right Turn	7	6	87.1%	9.2	3.7	A
	Subtotal	7	6	87.1%	9.2	3.7	A
EB	Left Turn						
	Through	2	2	75.0%	0.1	0.1	A
	Right Turn	101	97	96.3%	0.4	0.1	A
	Subtotal	103	99	95.9%	0.4	0.1	A
WB	Left Turn	95	92	96.9%	2.2	0.2	A
	Through	243	214	87.9%	0.7	0.1	A
	Right Turn	11	8	74.5%	0.4	0.1	A
	Subtotal	349	314	89.9%	1.1	0.1	A
Total		508	467	92.0%	1.6	0.1	A

Intersection 12 **Deer Valley Drive East/North Driveway (P3)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	42	33	79.0%	2.9	1.8	A
	Through	116	79	68.0%	0.0	0.0	A
	Right Turn						
	Subtotal	158	112	70.9%	0.9	0.5	A
SB	Left Turn						
	Through	266	260	97.7%	7.3	2.4	A
	Right Turn	107	104	97.5%	7.2	2.0	A
	Subtotal	373	364	97.6%	7.3	2.1	A
EB	Left Turn	3	3	83.3%	17.3	18.5	C
	Through						
	Right Turn	5	4	78.0%	11.7	6.3	B
	Subtotal	8	6	80.0%	20.0	7.0	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		539	483	89.5%	5.9	1.5	A

Intersection 13 **Deer Valley Drive East/South Driveway (P1)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	75	63	84.1%	1.7	0.7	A
	Through	320	264	82.5%	0.2	0.1	A
	Right Turn						
	Subtotal	395	327	82.8%	0.4	0.2	A
SB	Left Turn						
	Through	98	93	95.3%	0.0	0.0	A
	Right Turn	8	7	82.5%	0.3	0.2	A
	Subtotal	106	100	94.3%	0.0	0.0	A
EB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through						
	Right Turn						
	Subtotal	2	0	0.0%	0.0	0.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		503	427	84.9%	0.3	0.1	A

Intersection 14 **Deer Valley Drive East/Exit Ramps** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	98	79	80.7%	3.9	0.4	A
	Right Turn						
	Subtotal	98	79	80.7%	3.9	0.4	A
SB	Left Turn						
	Through	98	94	96.0%	17.1	53.9	C
	Right Turn						
	Subtotal	98	94	96.0%	17.1	53.9	C
EB	Left Turn	297	248	83.5%	12.6	4.9	B
	Through						
	Right Turn						
	Subtotal	297	248	83.5%	12.6	4.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		493	421	85.4%	11.9	11.4	B

Vissim Post-Processor **Snow Park Village**
Average Results from 10 Runs **2030 Build Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	575	574	99.9%	53.7	5.8	D
	Right Turn	20	19	94.5%	47.4	17.5	D
	Subtotal	595	593	99.7%	53.6	5.4	D
SB	Left Turn	290	263	90.5%	26.6	8.4	C
	Through	299	277	92.6%	10.4	2.1	B
	Right Turn						
	Subtotal	589	539	91.6%	18.6	5.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	22	88.0%	37.4	20.6	D
	Through						
	Right Turn	395	377	95.5%	28.5	5.5	C
	Subtotal	420	399	95.1%	29.1	5.4	C
Total		1,604	1,532	95.5%	35.2	2.9	D

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	4	88.0%	3.5	3.7	A
	Through						
	Right Turn	25	25	98.4%	15.1	10.7	C
	Subtotal	30	29	96.7%	13.5	7.6	B
EB	Left Turn	20	18	89.5%	3.0	3.1	A
	Through	290	264	91.1%	1.4	0.9	A
	Right Turn						
	Subtotal	310	282	91.0%	1.5	0.9	A
WB	Left Turn						
	Through	395	376	95.2%	6.6	4.4	A
	Right Turn	10	7	73.0%	2.5	2.8	A
	Subtotal	405	383	94.7%	6.5	4.3	A
Total		745	695	93.2%	4.9	3.1	A

Intersection 3 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	15	14	94.7%	8.1	2.6	A
	Through						
	Right Turn	60	60	99.2%	7.0	1.0	A
	Subtotal	75	74	98.3%	7.2	0.8	A
EB	Left Turn	60	58	96.3%	5.6	2.4	A
	Through	230	206	89.3%	4.4	1.5	A
	Right Turn						
	Subtotal	290	263	90.8%	4.7	1.3	A
WB	Left Turn						
	Through	385	318	82.5%	0.2	0.0	A
	Right Turn	40	34	85.8%	0.5	0.1	A
	Subtotal	425	352	82.8%	0.3	0.0	A
Total		790	689	87.2%	2.9	0.5	A

Intersection 4 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	370	300	81.1%	0.5	0.1	A
	Right Turn	60	54	90.7%	0.5	0.1	A
	Subtotal	430	354	82.4%	0.5	0.1	A
SB	Left Turn	50	49	98.6%	4.0	1.5	A
	Through	205	180	87.7%	3.2	1.4	A
	Right Turn						
	Subtotal	255	229	89.8%	3.4	1.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	26	105.2%	7.3	1.1	A
	Through						
	Right Turn	55	52	95.3%	7.8	1.1	A
	Subtotal	80	79	98.4%	7.6	0.9	A
Total		765	662	86.5%	2.3	0.5	A

Vissim Post-Processor **Snow Park Village**
Average Results from 10 Runs **2030 Build Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	165	125	75.8%	8.0	1.3	A
	Through	238	174	73.2%	7.9	0.7	A
	Right Turn						
	Subtotal	403	299	74.3%	7.9	0.7	A
SB	Left Turn						
	Through	33	23	68.8%	13.0	9.2	B
	Right Turn	94	84	89.5%	13.2	3.2	B
	Subtotal	127	107	84.1%	14.0	3.7	B
EB	Left Turn	14	14	101.4%	5.2	2.9	A
	Through						
	Right Turn						
	Subtotal	14	14	101.4%	5.2	2.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		544	420	77.3%	9.4	1.2	A

Intersection 6 **Deer Valley Drive West/Royal Street-Hotel Access** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	30	27	90.3%	0.0	0.1	A
	Through	284	227	80.0%	0.1	0.1	A
	Right Turn	70	57	81.1%	0.2	0.1	A
	Subtotal	384	311	81.0%	0.1	0.0	A
EB	Left Turn	30	30	101.3%	8.9	1.9	A
	Through						
	Right Turn	40	37	93.3%	7.3	1.5	A
	Subtotal	70	68	96.7%	7.8	0.9	A
WB	Left Turn						
	Through						
	Right Turn	37	35	94.3%	6.4	0.4	A
	Subtotal	37	35	94.3%	6.4	0.4	A
Total		491	414	84.2%	2.1	0.2	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	67	65	96.7%	14.8	10.6	B
	Right Turn						
	Subtotal	67	65	96.7%	14.8	10.6	B
SB	Left Turn	34	63	184.4%	12.2	6.5	B
	Through	335	270	80.7%	3.7	1.5	A
	Right Turn						
	Subtotal	369	333	90.2%	5.2	1.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	49	46	93.9%	36.5	17.2	E
	Through						
	Right Turn	608	548	90.1%	42.4	19.0	E
	Subtotal	657	594	90.4%	41.9	18.7	E
Total		1,093	992	90.7%	28.0	11.8	D

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	10	8	79.0%	13.7	6.6	B
	Through						
	Right Turn	5	5	100.0%	3.8	6.1	A
	Subtotal	15	13	86.0%	12.4	4.6	B
SB	Left Turn	5	6	118.0%	32.9	18.4	D
	Through	5	4	88.0%	38.1	27.7	E
	Right Turn	5	4	74.0%	39.6	24.6	E
	Subtotal	15	14	93.3%	37.9	14.7	E
EB	Left Turn	5	4	80.0%	9.8	11.6	A
	Through	579	530	91.5%	5.4	3.1	A
	Right Turn	20	18	89.0%	4.1	3.7	A
	Subtotal	604	552	91.3%	5.4	3.3	A
WB	Left Turn	5	4	88.0%	7.7	8.5	A
	Through	955	940	98.4%	3.2	0.4	A
	Right Turn	10	8	75.0%	1.3	1.4	A
	Subtotal	970	952	98.1%	3.2	0.4	A
Total		1,604	1,531	95.4%	4.6	1.3	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through	505	428	84.7%	460.7	41.8	F
	Right Turn	66	55	83.9%	434.7	43.4	F
	Subtotal	573	483	84.3%	457.7	42.0	F
SB	Left Turn	833	760	91.2%	13.1	1.9	B
	Through	415	382	92.0%	4.2	0.7	A
	Right Turn	3	15	500.0%	11.0	6.7	B
	Subtotal	1,251	1,157	92.5%	10.3	1.5	B
EB	Left Turn	8	4	50.0%	64.2	33.5	F
	Through	17	15	87.1%	61.5	27.9	F
	Right Turn	4	6	150.0%	84.2	64.2	F
	Subtotal	29	25	85.5%	68.9	34.2	F
WB	Left Turn	95	86	90.0%	53.2	11.3	F
	Through	18	9	48.9%	43.2	23.8	E
	Right Turn	880	863	98.1%	35.5	6.2	E
	Subtotal	993	957	96.4%	37.2	6.9	E
Total		2,846	2,622	92.1%	103.1	10.1	F

Intersection 10 **Middle Driveway (P3)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	278	261	93.9%	69.2	34.3	F
	Through						
	Right Turn	8	8	98.8%	40.4	51.9	E
	Subtotal	286	269	94.1%	68.9	34.2	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	14	12	83.6%	0.1	0.1	A
	Right Turn	10	8	83.0%	0.1	0.1	A
	Subtotal	24	20	83.3%	0.1	0.0	A
WB	Left Turn	43	38	88.4%	3.6	2.8	A
	Through	379	337	88.9%	12.6	7.8	B
	Right Turn						
	Subtotal	422	375	88.9%	11.6	7.1	B
Total		732	664	90.7%	33.8	16.2	D

Intersection 11 **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	164	163	99.4%	10.2	0.7	B
	Through						
	Right Turn	6	6	98.3%	10.0	2.7	A
	Subtotal	170	169	99.4%	10.2	0.8	B
SB	Left Turn						
	Through						
	Right Turn	42	42	98.8%	8.4	0.6	A
	Subtotal	42	42	98.8%	8.4	0.6	A
EB	Left Turn						
	Through	8	8	103.8%	0.2	0.1	A
	Right Turn	14	12	83.6%	0.3	0.1	A
	Subtotal	22	20	90.9%	0.3	0.1	A
WB	Left Turn	31	26	84.2%	1.7	0.2	A
	Through	216	171	79.4%	1.2	1.4	A
	Right Turn	12	12	96.7%	0.4	0.2	A
	Subtotal	259	209	80.7%	1.2	1.1	A
Total		493	440	89.1%	5.9	0.4	A

Intersection 12 **Deer Valley Drive East/North Driveway (P3)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	14	11	77.9%	0.5	0.6	A
	Through	238	167	70.3%	0.1	0.1	A
	Right Turn						
	Subtotal	252	178	70.8%	0.1	0.1	A
SB	Left Turn						
	Through	127	107	84.1%	4.4	2.1	A
	Right Turn	103	99	96.2%	4.3	1.8	A
	Subtotal	230	206	89.5%	4.4	1.8	A
EB	Left Turn	117	115	98.1%	24.0	4.4	C
	Through						
	Right Turn						
	Subtotal	117	115	98.1%	24.0	4.4	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		599	499	83.3%	8.5	1.3	A

Intersection 13 **Deer Valley Drive East/South Driveway (P1)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	398	294	73.9%	0.1	0.1	A
	Right Turn						
	Subtotal	398	294	73.9%	0.1	0.1	A
SB	Left Turn						
	Through	31	21	68.7%	0.0	0.0	A
	Right Turn	2	1	70.0%	0.0	0.1	A
	Subtotal	33	23	68.8%	0.0	0.0	A
EB	Left Turn	5	6	114.0%	6.4	5.8	A
	Through						
	Right Turn	43	41	96.0%	8.2	0.3	A
	Subtotal	48	47	97.9%	8.5	0.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		479	364	75.9%	1.3	0.1	A

Intersection 14 **Deer Valley Drive East/Exit Ramps** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	74	50	67.7%	3.1	0.6	A
	Right Turn						
	Subtotal	74	50	67.7%	3.1	0.6	A
SB	Left Turn						
	Through	74	63	85.5%	0.2	0.0	A
	Right Turn						
	Subtotal	74	63	85.5%	0.2	0.0	A
EB	Left Turn	324	244	75.2%	10.0	3.3	B
	Through						
	Right Turn						
	Subtotal	324	244	75.2%	10.0	3.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		472	357	75.7%	7.4	2.3	A

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	130	128	98.7%	1.1	0.4	A
	Right Turn	40	36	89.0%	3.6	2.1	A
	Subtotal	170	164	96.4%	1.6	0.7	A
SB	Left Turn	355	362	101.9%	2.1	0.4	A
	Through	615	599	97.3%	0.8	0.1	A
	Right Turn						
	Subtotal	970	960	99.0%	1.3	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	15	14	94.7%	19.6	5.4	C
	Through						
	Right Turn	210	201	95.7%	11.9	2.6	B
	Subtotal	225	215	95.6%	12.6	2.3	B
Total		1,365	1,339	98.1%	3.4	0.5	A

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	5	90.0%	5.5	5.0	A
	Through						
	Right Turn	15	14	96.0%	8.4	1.0	A
	Subtotal	20	19	94.5%	8.6	0.9	A
EB	Left Turn	20	20	101.0%	2.2	1.4	A
	Through	375	377	100.5%	1.0	0.6	A
	Right Turn						
	Subtotal	395	397	100.5%	1.1	0.6	A
WB	Left Turn						
	Through	210	201	95.5%	1.2	0.3	A
	Right Turn	5	4	74.0%	0.4	0.4	A
	Subtotal	215	204	95.0%	1.1	0.3	A
Total		630	620	98.4%	1.4	0.4	A

Intersection 3 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	40	36	91.0%	10.1	2.3	B
	Through						
	Right Turn	75	77	102.7%	7.3	0.9	A
	Subtotal	115	113	98.6%	8.1	0.8	A
EB	Left Turn	40	42	104.0%	6.6	3.5	A
	Through	335	337	100.5%	7.6	2.6	A
	Right Turn						
	Subtotal	375	378	100.9%	7.6	2.6	A
WB	Left Turn						
	Through	115	105	91.4%	0.8	0.7	A
	Right Turn	20	18	92.0%	0.6	0.3	A
	Subtotal	135	124	91.5%	0.8	0.6	A
Total		625	615	98.4%	6.4	1.6	A

Intersection 4 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	105	93	88.8%	1.2	1.5	A
	Right Turn	15	14	95.3%	0.6	0.3	A
	Subtotal	120	108	89.6%	1.1	1.4	A
SB	Left Turn	35	35	98.9%	3.6	2.8	A
	Through	340	338	99.5%	4.1	1.2	A
	Right Turn						
	Subtotal	375	373	99.4%	4.1	1.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	40	38	95.3%	10.6	5.9	B
	Through						
	Right Turn	40	40	99.5%	6.1	1.0	A
	Subtotal	80	78	97.4%	8.4	2.8	A
Total		575	558	97.1%	4.1	1.2	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	180	172	95.7%	74.4	34.1	F
	Through	85	75	88.4%	63.4	36.4	F
	Right Turn						
	Subtotal	265	247	93.3%	71.3	34.4	F
SB	Left Turn						
	Through	255	257	100.8%	7.5	2.1	A
	Right Turn	145	139	96.0%	14.0	5.1	B
	Subtotal	400	396	99.1%	9.8	3.1	A
EB	Left Turn						
	Through						
	Right Turn	5	5	106.0%	9.5	0.5	A
	Subtotal	5	5	106.0%	9.5	0.5	A
WB	Left Turn						
	Through						
	Right Turn	5	3	66.0%	5.7	0.4	A
	Subtotal	5	3	66.0%	5.7	0.4	A
Total		675	652	96.6%	33.5	15.3	D

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	14	96.0%	5.7	4.0	A
	Through	120	118	97.9%	2.2	0.6	A
	Right Turn						
	Subtotal	135	132	97.7%	2.7	0.7	A
SB	Left Turn	5	4	80.0%	3.9	6.2	A
	Through	570	551	96.6%	2.6	0.2	A
	Right Turn	20	20	102.0%	2.6	0.9	A
	Subtotal	595	575	96.7%	2.6	0.2	A
EB	Left Turn	20	20	100.5%	13.6	6.6	B
	Through						
	Right Turn	30	29	95.0%	8.9	1.9	A
	Subtotal	50	49	97.2%	10.7	2.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		780	756	96.9%	3.2	0.2	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	145	141	97.4%	0.2	0.1	A
	Right Turn						
	Subtotal	145	141	97.4%	0.2	0.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	15	14	94.7%	9.4	0.7	A
	Subtotal	15	14	94.7%	9.4	0.7	A
Total		160	156	97.2%	0.8	0.2	A

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	4	84.0%	13.0	5.5	B
	Through						
	Right Turn	10	10	97.0%	9.8	3.0	A
	Subtotal	15	14	92.7%	10.8	3.3	B
SB	Left Turn	10	10	98.0%	17.6	5.6	C
	Through						
	Right Turn	10	8	83.0%	6.6	2.2	A
	Subtotal	20	18	90.5%	12.0	3.7	B
EB	Left Turn	10	9	86.0%	6.0	4.3	A
	Through	950	941	99.0%	5.3	0.9	A
	Right Turn	5	5	108.0%	4.5	6.0	A
	Subtotal	965	955	99.0%	5.3	0.9	A
WB	Left Turn	5	7	130.0%	10.9	9.1	B
	Through	330	317	96.2%	0.6	0.6	A
	Right Turn	5	5	100.0%	0.4	0.2	A
	Subtotal	340	329	96.7%	0.8	0.7	A
Total		1,340	1,316	98.2%	4.4	0.7	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	170	169	99.1%	75.1	40.0	F
	Right Turn	85	85	99.9%	61.0	31.8	F
	Subtotal	255	253	99.4%	70.3	36.7	F
SB	Left Turn	925	914	98.8%	10.9	3.4	B
	Through	350	339	96.9%	3.9	0.6	A
	Right Turn	7	14	200.0%	4.3	1.5	A
	Subtotal	1,282	1,267	98.8%	9.0	2.5	A
EB	Left Turn	7	4	57.1%	122.2	87.1	F
	Through	15	16	105.3%	65.7	18.9	F
	Right Turn	5	6	120.0%	82.9	50.8	F
	Subtotal	27	26	95.6%	78.3	29.4	F
WB	Left Turn	50	47	94.6%	7.0	3.1	A
	Through	18	11	62.2%	9.6	2.9	A
	Right Turn	305	294	96.5%	4.8	0.8	A
	Subtotal	373	353	94.6%	5.3	1.0	A
Total		1,937	1,899	98.0%	18.1	6.4	C

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	505	512	101.5%	55.7	6.1	F
	Right Turn	20	19	94.5%	45.3	12.8	E
	Subtotal	525	531	101.2%	55.4	6.2	F
SB	Left Turn	190	188	98.7%	7.6	2.0	A
	Through	250	238	95.1%	0.5	0.1	A
	Right Turn						
	Subtotal	440	425	96.7%	3.6	0.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	23	93.6%	49.4	6.5	E
	Through						
	Right Turn	425	404	95.1%	48.9	2.6	E
	Subtotal	450	428	95.0%	49.0	2.7	E
Total		1,415	1,384	97.8%	38.1	1.7	E

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	4	88.0%	3.9	4.3	A
	Through						
	Right Turn	25	25	98.0%	17.0	4.8	C
	Subtotal	30	29	96.3%	16.1	4.6	C
EB	Left Turn	20	20	100.5%	3.8	2.8	A
	Through	190	186	97.9%	1.3	1.2	A
	Right Turn						
	Subtotal	210	206	98.2%	1.6	1.2	A
WB	Left Turn						
	Through	425	406	95.5%	215.6	46.9	F
	Right Turn	10	9	86.0%	193.6	87.4	F
	Subtotal	435	414	95.2%	215.5	46.9	F
Total		675	649	96.2%	139.4	32.3	F

Intersection 3 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	15	14	94.7%	9.0	2.8	A
	Through						
	Right Turn	60	59	98.7%	8.1	1.3	A
	Subtotal	75	73	97.9%	8.3	1.2	A
EB	Left Turn	65	63	97.2%	10.1	4.7	B
	Through	130	127	97.5%	6.3	1.9	A
	Right Turn						
	Subtotal	195	190	97.4%	7.7	2.7	A
WB	Left Turn						
	Through	415	400	96.3%	0.5	0.1	A
	Right Turn	40	40	99.0%	0.6	0.1	A
	Subtotal	455	439	96.5%	0.5	0.1	A
Total		725	703	96.9%	3.2	0.7	A

Intersection 4 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	400	391	97.8%	1.6	0.6	A
	Right Turn	60	59	98.5%	1.4	1.3	A
	Subtotal	460	450	97.9%	1.6	0.6	A
SB	Left Turn	50	49	97.6%	6.6	2.7	A
	Through	105	100	95.5%	4.3	1.3	A
	Right Turn						
	Subtotal	155	149	96.2%	5.0	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	26	105.2%	9.2	2.4	A
	Through						
	Right Turn	55	52	94.9%	8.4	1.3	A
	Subtotal	80	79	98.1%	8.7	1.1	A
Total		695	678	97.5%	3.1	0.5	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	75	75	99.7%	3.5	1.1	A
	Through	350	343	97.9%	1.5	0.8	A
	Right Turn						
	Subtotal	425	417	98.2%	1.9	0.9	A
SB	Left Turn						
	Through	100	94	94.2%	2.5	1.1	A
	Right Turn	15	15	102.7%	5.7	6.2	A
	Subtotal	115	110	95.3%	2.9	1.1	A
EB	Left Turn	35	34	98.0%	14.6	2.7	B
	Through						
	Right Turn	40	39	97.3%	10.6	1.1	B
	Subtotal	75	73	97.6%	12.6	1.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		615	600	97.6%	3.3	0.8	A

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	45	45	99.1%	4.8	1.6	A
	Through	245	235	95.7%	2.4	0.4	A
	Right Turn						
	Subtotal	290	279	96.2%	2.8	0.4	A
SB	Left Turn	10	11	108.0%	3.0	2.4	A
	Through	280	270	96.4%	2.3	0.5	A
	Right Turn	30	27	90.0%	2.3	1.7	A
	Subtotal	320	308	96.1%	2.3	0.4	A
EB	Left Turn	30	29	95.7%	12.9	2.6	B
	Through						
	Right Turn	45	45	100.9%	6.8	0.9	A
	Subtotal	75	74	98.8%	8.7	1.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		685	661	96.5%	3.2	0.3	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	285	274	96.1%	7.4	4.4	A
	Right Turn						
	Subtotal	285	274	96.1%	7.4	4.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	330	323	97.8%	92.5	65.4	F
	Subtotal	330	323	97.8%	92.5	65.4	F
Total		615	597	97.0%	53.3	34.9	F

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	10	8	79.0%	9.5	1.4	A
	Through						
	Right Turn	5	5	100.0%	7.3	3.5	A
	Subtotal	15	13	86.0%	8.9	1.3	A
SB	Left Turn	5	6	120.0%	53.9	49.3	F
	Through	5	4	88.0%	13.4	13.0	B
	Right Turn	5	4	74.0%	21.4	27.5	C
	Subtotal	15	14	94.0%	40.3	30.5	E
EB	Left Turn	5	5	98.0%	12.0	11.2	B
	Through	430	414	96.3%	4.3	1.5	A
	Right Turn	20	21	104.5%	5.4	5.4	A
	Subtotal	455	440	96.7%	4.5	1.9	A
WB	Left Turn	5	4	70.0%	1.1	1.8	A
	Through	915	906	99.0%	0.6	0.3	A
	Right Turn	10	8	76.0%	0.3	0.1	A
	Subtotal	930	917	98.6%	0.6	0.3	A
Total		1,415	1,385	97.8%	2.2	0.6	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through	510	482	94.6%	258.7	94.0	F
	Right Turn	50	49	98.4%	238.5	96.3	F
	Subtotal	562	532	94.6%	256.6	94.0	F
SB	Left Turn	700	662	94.6%	9.0	1.3	A
	Through	420	400	95.3%	4.2	0.5	A
	Right Turn	3	6	196.7%	6.1	4.0	A
	Subtotal	1,123	1,069	95.2%	7.3	0.9	A
EB	Left Turn	8	4	50.0%	30.9	26.2	D
	Through	17	16	94.7%	38.4	19.2	E
	Right Turn	4	7	175.0%	34.0	18.0	D
	Subtotal	29	27	93.4%	36.0	14.2	E
WB	Left Turn	85	77	90.8%	38.5	13.8	E
	Through	18	10	53.9%	35.9	22.0	E
	Right Turn	850	848	99.7%	17.9	6.9	C
	Subtotal	953	935	98.1%	19.9	8.0	C
Total		2,667	2,562	96.1%	64.1	18.5	F

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	135	126	93.0%	20.6	2.8	C
	Right Turn	40	37	91.8%	17.0	3.8	B
	Subtotal	175	162	92.7%	20.0	2.2	B
SB	Left Turn	353	350	99.3%	8.9	1.5	A
	Through	587	560	95.5%	7.1	1.3	A
	Right Turn						
	Subtotal	940	911	96.9%	7.8	1.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	15	14	96.0%	35.2	17.9	D
	Through						
	Right Turn	249	218	87.7%	6.5	0.9	A
	Subtotal	264	233	88.1%	8.5	1.1	A
Total		1,379	1,306	94.7%	9.8	0.9	A

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	5	90.0%	8.1	5.2	A
	Through						
	Right Turn	15	14	96.0%	6.8	4.0	A
	Subtotal	20	19	94.5%	8.3	1.8	A
EB	Left Turn	20	18	90.5%	1.7	1.3	A
	Through	373	369	99.0%	1.5	1.0	A
	Right Turn						
	Subtotal	393	387	98.5%	1.5	1.0	A
WB	Left Turn						
	Through	249	218	87.7%	1.1	0.3	A
	Right Turn	5	4	76.0%	1.2	1.9	A
	Subtotal	254	222	87.5%	1.1	0.3	A
Total		667	628	94.2%	1.5	0.6	A

Intersection 3 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	40	36	91.0%	7.5	1.2	A
	Through						
	Right Turn	75	77	102.7%	7.2	0.9	A
	Subtotal	115	113	98.6%	7.3	0.9	A
EB	Left Turn	40	43	108.0%	4.3	2.0	A
	Through	333	325	97.5%	4.4	1.3	A
	Right Turn						
	Subtotal	373	368	98.7%	4.4	1.2	A
WB	Left Turn						
	Through	154	113	73.3%	0.1	0.1	A
	Right Turn	20	18	88.5%	0.4	0.2	A
	Subtotal	174	131	75.1%	0.1	0.1	A
Total		662	612	92.4%	4.3	0.7	A

Intersection 4 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	144	101	70.0%	0.3	0.1	A
	Right Turn	15	13	86.0%	0.5	0.1	A
	Subtotal	159	114	71.5%	0.3	0.1	A
SB	Left Turn	35	35	99.4%	3.4	1.2	A
	Through	338	327	96.7%	3.9	0.8	A
	Right Turn						
	Subtotal	373	362	96.9%	3.8	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	40	38	95.3%	6.6	0.7	A
	Through						
	Right Turn	40	40	99.5%	6.6	1.3	A
	Subtotal	80	78	97.4%	6.6	0.8	A
Total		612	553	90.4%	3.5	0.4	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	175	151	86.1%	8.0	0.7	A
	Through	157	116	73.9%	7.4	0.4	A
	Right Turn						
	Subtotal	332	267	80.3%	7.8	0.5	A
SB	Left Turn						
	Through	111	100	90.0%	24.6	8.4	C
	Right Turn	165	165	99.9%	22.0	6.8	C
	Subtotal	276	265	95.9%	22.9	6.9	C
EB	Left Turn	6	5	90.0%	6.4	4.7	A
	Through						
	Right Turn						
	Subtotal	6	5	90.0%	6.4	4.7	A
WB	Left Turn						
	Through						
	Right Turn	5	3	58.0%	6.2	0.9	A
	Subtotal	5	3	58.0%	6.2	0.9	A
Total		619	540	87.2%	15.5	3.9	C

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	29	28	96.6%	0.0	0.1	A
	Through	272	246	90.6%	0.1	0.0	A
	Right Turn	35	33	92.9%	0.2	0.0	A
	Subtotal	336	307	91.3%	0.1	0.0	A
EB	Left Turn	20	20	102.0%	7.4	2.0	A
	Through						
	Right Turn	30	28	94.7%	8.6	2.2	A
	Subtotal	50	49	97.6%	8.0	1.6	A
WB	Left Turn						
	Through						
	Right Turn	13	12	92.3%	6.2	0.2	A
	Subtotal	13	12	92.3%	6.2	0.2	A
Total		399	368	92.1%	1.4	0.2	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	33	32	97.3%	2.2	1.3	A
	Right Turn						
	Subtotal	33	32	97.3%	2.2	1.3	A
SB	Left Turn	253	238	94.2%	3.8	0.7	A
	Through	314	292	93.0%	3.9	0.5	A
	Right Turn						
	Subtotal	567	530	93.5%	3.8	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	21	96.8%	2.5	1.7	A
	Through						
	Right Turn	127	122	96.0%	1.0	0.3	A
	Subtotal	149	143	96.1%	1.2	0.4	A
Total		749	706	94.2%	3.2	0.4	A

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	5	4	84.0%	8.6	5.8	A
	Through						
	Right Turn	10	10	97.0%	13.2	7.2	B
	Subtotal	15	14	92.7%	13.9	4.3	B
SB	Left Turn	10	10	98.0%	20.0	13.3	C
	Through						
	Right Turn	10	8	83.0%	7.3	4.5	A
	Subtotal	20	18	90.5%	14.7	8.3	B
EB	Left Turn	10	11	109.0%	4.0	3.6	A
	Through	920	893	97.1%	5.7	1.4	A
	Right Turn	5	6	126.0%	3.1	3.5	A
	Subtotal	935	911	97.4%	5.6	1.4	A
WB	Left Turn	5	5	98.0%	6.0	6.8	A
	Through	374	334	89.3%	0.5	0.3	A
	Right Turn	5	4	88.0%	0.3	0.2	A
	Subtotal	384	343	89.4%	0.6	0.3	A
Total		1,354	1,286	95.0%	4.9	1.2	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	170	168	98.5%	49.9	29.2	E
	Right Turn	99	101	101.5%	52.0	28.4	F
	Subtotal	269	268	99.6%	50.5	27.8	F
SB	Left Turn	881	865	98.2%	12.3	2.4	B
	Through	350	339	96.7%	4.4	1.0	A
	Right Turn	7	21	292.9%	19.0	8.5	C
	Subtotal	1,238	1,224	98.9%	10.3	1.8	B
EB	Left Turn	7	4	57.1%	84.4	65.2	F
	Through	15	15	99.3%	102.6	49.4	F
	Right Turn	5	6	120.0%	125.9	56.8	F
	Subtotal	27	25	92.2%	106.8	50.8	F
WB	Left Turn	54	51	94.3%	9.9	4.1	A
	Through	18	10	57.8%	8.9	3.0	A
	Right Turn	345	308	89.3%	8.7	1.8	A
	Subtotal	417	369	88.6%	8.8	2.0	A
Total		1,951	1,887	96.7%	16.5	4.6	C

Intersection 10 **Middle Driveway (P3)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	4	4	87.5%	10.0	2.6	A
	Through						
	Right Turn	2	2	75.0%	3.9	4.2	A
	Subtotal	6	5	83.3%	9.3	1.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	101	97	96.0%	0.3	0.1	A
	Right Turn	147	138	93.7%	0.1	0.0	A
	Subtotal	248	235	94.6%	0.2	0.0	A
WB	Left Turn	140	123	87.7%	2.8	0.6	A
	Through	145	139	96.1%	0.4	0.2	A
	Right Turn						
	Subtotal	285	262	92.0%	1.4	0.3	A
Total		539	502	93.1%	1.0	0.2	A

Intersection 11 **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	45	45	99.1%	9.1	0.4	A
	Through						
	Right Turn	4	4	97.5%	5.0	4.5	A
	Subtotal	49	49	99.0%	9.0	0.3	A
SB	Left Turn						
	Through						
	Right Turn	7	6	85.7%	7.9	1.0	A
	Subtotal	7	6	85.7%	7.9	1.0	A
EB	Left Turn						
	Through	2	2	75.0%	0.2	0.4	A
	Right Turn	101	97	95.6%	0.4	0.1	A
	Subtotal	103	98	95.2%	0.4	0.1	A
WB	Left Turn	95	93	97.9%	2.3	0.4	A
	Through	233	212	90.9%	0.6	0.1	A
	Right Turn	12	11	87.5%	0.5	0.1	A
	Subtotal	340	315	92.8%	1.1	0.1	A
Total		499	468	93.8%	2.1	0.1	A

Intersection 12 **Deer Valley Drive East/North Driveway (P3)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	42	33	77.9%	2.5	2.1	A
	Through	126	82	64.7%	0.2	0.5	A
	Right Turn						
	Subtotal	168	114	68.0%	0.8	0.9	A
SB	Left Turn						
	Through	271	261	96.2%	6.2	1.8	A
	Right Turn	107	104	97.6%	7.0	4.0	A
	Subtotal	378	365	96.6%	6.4	2.1	A
EB	Left Turn	3	3	83.3%	17.2	17.2	C
	Through						
	Right Turn	5	4	78.0%	11.9	6.5	B
	Subtotal	8	6	80.0%	19.2	5.5	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		554	486	87.7%	5.2	1.4	A

Intersection 13 **Deer Valley Drive East/South Driveway (P1)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	75	64	85.3%	1.9	0.8	A
	Through	330	266	80.7%	0.1	0.0	A
	Right Turn						
	Subtotal	405	330	81.6%	0.5	0.2	A
SB	Left Turn						
	Through	103	93	90.6%	0.0	0.0	A
	Right Turn	8	7	82.5%	0.3	0.2	A
	Subtotal	111	100	90.0%	0.1	0.0	A
EB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through						
	Right Turn						
	Subtotal	2	0	0.0%	0.0	0.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		518	430	83.1%	0.4	0.2	A

Intersection 14 **Deer Valley Drive East/Exit Ramps** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	103	80	77.9%	4.2	0.6	A
	Right Turn						
	Subtotal	103	80	77.9%	4.2	0.6	A
SB	Left Turn						
	Through	103	94	90.8%	4.8	9.9	A
	Right Turn						
	Subtotal	103	94	90.8%	4.8	9.9	A
EB	Left Turn	302	251	83.0%	14.4	3.8	B
	Through						
	Right Turn						
	Subtotal	302	251	83.0%	14.4	3.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		508	424	83.5%	10.6	3.8	B

Intersection 1 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	575	575	100.1%	54.2	4.9	D
	Right Turn	20	19	95.5%	35.3	20.9	D
	Subtotal	595	595	99.9%	53.8	5.0	D
SB	Left Turn	295	264	89.3%	25.7	5.7	C
	Through	304	279	91.7%	10.3	2.5	B
	Right Turn						
	Subtotal	599	542	90.6%	18.1	3.8	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	22	88.0%	53.1	23.7	D
	Through						
	Right Turn	405	379	93.5%	32.3	9.6	C
	Subtotal	430	401	93.2%	33.4	9.2	C
Total		1,624	1,538	94.7%	36.4	3.8	D

Intersection 2 **Amber Road/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	5	4	88.0%	5.9	6.5	A
	Through						
	Right Turn	25	25	98.0%	13.4	9.1	B
	Subtotal	30	29	96.3%	13.7	9.0	B
EB	Left Turn	20	18	88.5%	2.6	2.7	A
	Through	295	265	89.7%	1.7	1.2	A
	Right Turn						
	Subtotal	315	282	89.6%	1.7	1.2	A
WB	Left Turn						
	Through	405	379	93.5%	10.0	11.7	A
	Right Turn	10	7	73.0%	5.1	6.2	A
	Subtotal	415	386	93.0%	9.9	11.7	A
Total		760	697	91.7%	7.0	7.5	A

Intersection 3 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	15	14	94.7%	8.3	2.1	A
	Through						
	Right Turn	60	60	99.2%	6.9	1.3	A
	Subtotal	75	74	98.3%	7.1	0.9	A
EB	Left Turn	65	62	95.2%	6.1	2.2	A
	Through	235	207	87.9%	4.1	0.9	A
	Right Turn						
	Subtotal	300	268	89.5%	4.6	1.0	A
WB	Left Turn						
	Through	395	321	81.2%	0.3	0.0	A
	Right Turn	40	35	87.3%	0.5	0.2	A
	Subtotal	435	356	81.7%	0.3	0.0	A
Total		810	698	86.1%	2.9	0.3	A

Intersection 4 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through	380	304	79.9%	0.4	0.1	A
	Right Turn	60	55	92.3%	0.5	0.1	A
	Subtotal	440	359	81.6%	0.4	0.1	A
SB	Left Turn	50	49	97.6%	2.8	0.9	A
	Through	210	181	86.1%	3.2	1.1	A
	Right Turn						
	Subtotal	260	230	88.3%	3.1	1.0	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	26	105.2%	7.6	1.6	A
	Through						
	Right Turn	55	53	95.5%	7.4	1.1	A
	Subtotal	80	79	98.5%	7.5	1.1	A
Total		780	668	85.6%	2.1	0.3	A

Intersection 5 **Deer Valley Drive East/Doe Pass Road** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	169	129	76.5%	8.5	3.6	A
	Through	249	178	71.5%	7.7	0.3	A
	Right Turn						
	Subtotal	418	307	73.5%	8.1	1.7	A
SB	Left Turn						
	Through	38	23	61.1%	11.1	7.1	B
	Right Turn	94	85	90.0%	11.7	4.0	B
	Subtotal	132	108	81.7%	12.0	4.0	B
EB	Left Turn	14	15	107.1%	5.3	2.0	A
	Through						
	Right Turn						
	Subtotal	14	15	107.1%	5.3	2.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		564	430	76.3%	9.0	1.8	A

Intersection 6 **Deer Valley Drive West/Royal Street** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	30	26	86.3%	0.0	0.1	A
	Through	289	230	79.5%	0.1	0.0	A
	Right Turn	75	61	81.6%	0.2	0.0	A
	Subtotal	394	317	80.4%	0.1	0.0	A
EB	Left Turn	30	31	102.0%	8.3	1.5	A
	Through						
	Right Turn	45	43	96.2%	7.6	1.3	A
	Subtotal	75	74	98.5%	7.9	1.1	A
WB	Left Turn						
	Through						
	Right Turn	37	35	94.3%	6.3	0.2	A
	Subtotal	37	35	94.3%	6.3	0.2	A
Total		506	426	84.1%	1.7	0.1	A

Intersection 7 **Deer Valley Drive West/Doe Pass Road** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	67	65	97.3%	17.8	6.0	C
	Right Turn						
	Subtotal	67	65	97.3%	17.8	6.0	C
SB	Left Turn	34	63	184.1%	18.8	6.7	C
	Through	340	272	80.0%	4.1	1.5	A
	Right Turn						
	Subtotal	374	335	89.5%	6.8	1.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	54	51	93.7%	36.8	8.9	E
	Through						
	Right Turn	608	553	90.9%	46.6	7.7	E
	Subtotal	662	604	91.2%	45.7	7.7	E
Total		1,103	1,003	91.0%	31.4	4.8	D

Intersection 8 **Mellow Mountain Road/Deer Valley Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	10	8	79.0%	13.2	5.7	B
	Through						
	Right Turn	5	5	100.0%	6.0	11.8	A
	Subtotal	15	13	86.0%	13.6	5.3	B
SB	Left Turn	5	6	118.0%	77.7	45.8	F
	Through	5	4	88.0%	37.5	29.1	E
	Right Turn	5	4	74.0%	45.5	31.6	E
	Subtotal	15	14	93.3%	54.3	30.1	F
EB	Left Turn	5	4	86.0%	16.9	20.2	C
	Through	589	532	90.3%	6.3	4.4	A
	Right Turn	20	18	90.0%	4.9	3.6	A
	Subtotal	614	554	90.2%	6.4	4.6	A
WB	Left Turn	5	4	82.0%	2.7	4.1	A
	Through	965	942	97.6%	3.3	0.7	A
	Right Turn	10	8	80.0%	2.1	2.6	A
	Subtotal	980	954	97.3%	3.3	0.7	A
Total		1,624	1,534	94.5%	5.3	2.1	A

Intersection 9 **Deer Valley Drive-Marsac Avenue/OTTC** **Roundabout**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	2	0	0.0%	0.0	0.0	A
	Through	510	424	83.1%	492.1	54.9	F
	Right Turn	66	54	81.4%	471.5	61.0	F
	Subtotal	578	478	82.6%	489.9	55.3	F
SB	Left Turn	843	763	90.5%	12.8	2.0	B
	Through	420	386	91.8%	4.6	0.7	A
	Right Turn	3	15	486.7%	12.5	6.1	B
	Subtotal	1,266	1,163	91.8%	10.2	1.5	B
EB	Left Turn	8	4	50.0%	33.8	31.2	D
	Through	17	15	88.8%	59.4	31.5	F
	Right Turn	4	6	150.0%	89.8	61.2	F
	Subtotal	29	25	86.6%	64.2	34.3	F
WB	Left Turn	100	89	89.1%	55.0	13.2	F
	Through	18	9	49.4%	48.8	17.1	E
	Right Turn	885	861	97.3%	36.1	6.7	E
	Subtotal	1,003	959	95.6%	38.1	7.1	E
Total		2,876	2,625	91.3%	108.0	8.7	F

Intersection 10 **Middle Driveway (P3)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	283	268	94.7%	71.6	27.7	F
	Through						
	Right Turn	8	9	113.8%	63.3	64.0	F
	Subtotal	291	277	95.3%	71.4	27.8	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	14	11	81.4%	0.1	0.0	A
	Right Turn	10	8	82.0%	0.1	0.1	A
	Subtotal	24	20	81.7%	0.1	0.0	A
WB	Left Turn	45	40	87.8%	3.7	3.3	A
	Through	379	339	89.3%	12.5	4.5	B
	Right Turn						
	Subtotal	424	378	89.2%	11.7	4.2	B
Total		739	675	91.3%	35.4	11.9	E

Intersection 11 **East Driveway (P2)/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	164	163	99.4%	10.4	3.0	B
	Through						
	Right Turn	6	6	98.3%	5.5	3.9	A
	Subtotal	170	169	99.4%	10.3	2.8	B
SB	Left Turn						
	Through						
	Right Turn	42	41	98.3%	9.0	1.2	A
	Subtotal	42	41	98.3%	9.0	1.2	A
EB	Left Turn						
	Through	8	9	113.8%	0.2	0.1	A
	Right Turn	14	11	81.4%	0.3	0.0	A
	Subtotal	22	21	93.2%	0.3	0.1	A
WB	Left Turn	32	27	84.1%	1.7	0.2	A
	Through	218	175	80.4%	2.9	2.8	A
	Right Turn	13	12	90.0%	2.2	5.6	A
	Subtotal	263	214	81.3%	2.7	2.7	A
Total		497	445	89.4%	5.9	1.8	A

Intersection 12 **Deer Valley Drive East/North Driveway (P3)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	15	12	78.7%	2.2	1.7	A
	Through	248	171	69.0%	0.1	0.1	A
	Right Turn						
	Subtotal	263	183	69.6%	0.2	0.1	A
SB	Left Turn						
	Through	132	108	81.7%	4.1	1.0	A
	Right Turn	103	99	95.9%	3.7	2.0	A
	Subtotal	235	207	88.0%	3.9	1.2	A
EB	Left Turn	117	115	98.1%	23.1	2.3	C
	Through						
	Right Turn						
	Subtotal	117	115	98.1%	23.1	2.3	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		615	505	82.0%	8.0	0.8	A

Intersection 13 **Deer Valley Drive East/South Driveway (P1)** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	413	302	73.0%	0.2	0.1	A
	Right Turn						
	Subtotal	413	302	73.0%	0.2	0.1	A
SB	Left Turn						
	Through	36	22	60.8%	0.0	0.1	A
	Right Turn	2	1	65.0%	0.1	0.2	A
	Subtotal	38	23	61.1%	0.0	0.1	A
EB	Left Turn	5	6	114.0%	7.4	4.1	A
	Through						
	Right Turn	43	41	96.0%	8.2	0.4	A
	Subtotal	48	47	97.9%	8.3	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		499	372	74.5%	1.2	0.1	A

Intersection 14 **Deer Valley Drive East/Exit Ramps** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through	79	50	63.7%	2.9	0.4	A
	Right Turn						
	Subtotal	79	50	63.7%	2.9	0.4	A
SB	Left Turn						
	Through	79	64	80.6%	0.2	0.1	A
	Right Turn						
	Subtotal	79	64	80.6%	0.2	0.1	A
EB	Left Turn	334	251	75.1%	11.1	3.7	B
	Through						
	Right Turn						
	Subtotal	334	251	75.1%	11.1	3.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		492	365	74.2%	8.3	2.9	A

95th % Queue

Intersection & Movement	Storage Length	Existing		2030 Background		2040 Background		2030 Plus Project		2040 Plus Project	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
DVDE_DVDW_NBT	1600	0	432	0	404	0	444	47	572	48	642
DVDE_DVDW_NBR	1600	0	432	0	404	0	444	47	572	48	642
DVDE_DVDW_SBL	120	0	0	0	0	0	10	65	90	66	88
DVDE_DVDW_SBT	270	0	0	0	0	0	0	112	49	108	47
DVDE_DVDW_WBL	170	46	194	46	191	47	191	41	127	39	133
DVDE_DVDW_WBR	170	46	193	46	191	47	191	40	127	39	132
DVDE_Amber_SBL	230	0	22	0	22	0	22	0	22	0	22
DVDE_Amber_SBR	230	0	23	0	23	0	23	0	22	0	22
DVDE_Amber_EBL	170	0	0	0	0	0	0	0	0	0	0
DVDE_Amber_EBT	170	0	0	0	0	0	0	0	0	0	0
DVDE_Amber_WBT	1800	0	308	0	222	0	288	0	0	0	0
DVDE_Amber_WBR	1800	0	308	0	222	0	288	0	0	0	0
DVDE_Solamere_SBL	2000	25	25	25	25	25	25	26	25	26	25
DVDE_Solamere_SBR	2000	25	25	25	25	25	25	25	25	25	25
DVDE_Solamere_EBL	1800	0	0	0	0	0	0	0	0	0	0
DVDE_Solamere_EBT	1800	0	0	0	0	0	0	0	0	0	0
DVDE_Solamere_WBT	600	0	0	0	0	0	0	0	0	0	0
DVDE_Solamere_WBR	600	0	0	0	0	0	0	0	0	0	0
DVDE_QE_NBT	1500	0	0	0	0	0	0	0	0	0	0
DVDE_QE_NBR	1500	0	0	0	0	0	0	0	0	0	0
DVDE_QE_SBL	600	0	0	0	0	0	0	0	0	0	0
DVDE_QE_SBT	600	0	0	0	0	0	0	0	0	0	0
DVDE_QE_WBL	2000	24	24	24	24	24	24	24	24	24	24
DVDE_QE_WBR	2000	24	24	24	24	24	24	25	25	25	25
DVDE_DoePass_NBL	1000	112	0	102	0	127	0	40	43	41	44
DVDE_DoePass_NBT	1000	112	0	102	0	126	0	40	43	40	44
DVDE_DoePass_SBT	1500	0	0	0	0	0	0	72	26	70	26
DVDE_DoePass_SBR	1500	0	0	0	0	0	0	71	26	70	26
DVDE_DoePass_EBL	200	0	24	0	24	0	24	0	0	0	0
DVDE_DoePass_EBR	200	0	24	0	24	0	24	0	0	0	0
DVDE_DoePass_WBL	100	0	0	0	0	0	0	0	0	0	0
DVDE_DoePass_WBR	100	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_NBL	600	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_NBT	600	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_SBL/SBU	1900	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_SBT	1900	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_SBR	1900	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_EBL	2000	26	27	27	27	27	27	25	25	25	25
DVDW_Royal_EBR	2000	27	27	27	27	27	27	25	25	25	25
DVDW_Royal_WBR	100	-	-	-	-	-	-	0	22	0	22
DVDW_DoePass_NB	220	0	0	0	0	0	0	0	0	0	0
DVDW_DoePass_SB	1600	0	0	0	0	0	0	0	0	0	0
DVDW_DoePass_WB	200	0	75	0	76	0	87	0	62	0	67
DVD_Mellow_NBL	100	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_NBT	100	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_NBR	100	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_SBL	800	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_SBT	800	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_SBR	800	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_EBL	2500	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_EBT	2500	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_EBR	2500	0	0	0	0	0	0	0	0	0	0
DVD_Mellow_WBL	270	0	0	0	0	0	0	0	219	0	218
DVD_Mellow_WBT	270	0	0	0	0	0	0	0	219	0	218
DVD_Mellow_WBR	270	0	0	0	0	0	0	0	219	0	218
DVD_Marsac_NBLT	1500	89	633	90	954	94	960	74	2029	75	2039
DVD_Marsac_NBR	1500	29	0	30	0	31	0	31	0	32	70
DVD_Marsac_SBL	4500	112	50	106	66	128	64	99	89	99	101
DVD_Marsac_SBTR	4500	112	50	107	65	128	64	99	89	99	100
DVD_Marsac_EBLT	300	73	71	73	71	73	71	71	72	72	71
DVD_Marsac_EBR	300	73	72	73	71	73	71	72	72	73	72
DVD_Marsac_WBLT	2500	0	18	0	35	0	36	0	18	0	33
DVD_Marsac_WBR	2500	0	0	0	0	0	0	0	0	0	0
DoePass_MDriveway_NBL	200	-	-	-	-	-	-	0	70	0	83
DoePass_MDriveway_NBR	200	-	-	-	-	-	-	0	70	0	83
DoePass_MDriveway_EBT	270	-	-	-	-	-	-	0	0	0	0
DoePass_MDriveway_EBR	270	-	-	-	-	-	-	0	0	0	0
DoePass_MDriveway_WBL	80	-	-	-	-	-	-	0	0	0	0
DoePass_MDriveway_WBT	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_NBL	200	-	-	-	-	-	-	22	42	22	42
DoePass_EDriveway_NBR	200	-	-	-	-	-	-	23	43	23	43
DoePass_EDriveway_SBL	200	-	-	-	-	-	-	0	23	0	23
DoePass_EDriveway_SBR	200	-	-	-	-	-	-	0	23	0	23
DoePass_EDriveway_EBL	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_EBT	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_EBR	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_WBL	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_WBT	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_WBR	80	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_NBL	275	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_NBT	275	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_SBT	1200	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_SBR	1200	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_EBL	200	-	-	-	-	-	-	0	26	0	26
DVDE_NDriveway_EBR	200	-	-	-	-	-	-	0	26	0	26
DVDE_SDriveway_NBL	110	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_NBT	300	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_SBT	270	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_SBR	270	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_EBL	200	-	-	-	-	-	-	0	23	0	23
DVDE_SDriveway_EBR	200	-	-	-	-	-	-	0	23	0	23
DVDE_Tunnel_NBT	200	-	-	-	-	-	-	0	0	0	0
DVDE_Tunnel_SBT	300	-	-	-	-	-	-	0	0	0	0
DVDE_Tunnel_EBL	300	-	-	-	-	-	-	61	54	61	70

95th % Queue

Intersection & Movement	Storage Length	Existing		2030 Background		2040 Background		2030 Plus Project		2040 Plus Project	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
DVDE_DVDW_NBT	1600	0	1690	0	1690	0	1692	154	1738	161	1724
DVDE_DVDW_NBR	1600	0	1690	0	1690	0	1691	154	1738	161	1724
DVDE_DVDW_SBL	120	49	91	57	77	69	86	184	257	184	273
DVDE_DVDW_SBT	270	0	0	0	0	0	0	347	158	348	164
DVDE_DVDW_WBL	170	143	258	129	257	130	257	90	270	86	271
DVDE_DVDW_WBR	170	143	258	129	257	129	257	90	269	86	270
DVDE_Amber_SBL	230	26	27	26	27	26	28	26	30	27	29
DVDE_Amber_SBR	230	27	27	27	27	27	28	26	29	26	29
DVDE_Amber_EBL	170	0	1	30	0	30	27	0	31	32	0
DVDE_Amber_EBT	170	0	16	30	0	30	27	0	30	32	0
DVDE_Amber_WBT	1800	72	1548	77	1454	73	1515	53	113	49	106
DVDE_Amber_WBR	1800	72	1548	76	1454	73	1515	53	112	49	106
DVDE_Solamere_SBL	2000	51	47	65	47	62	47	58	47	54	47
DVDE_Solamere_SBR	2000	51	47	65	47	62	47	58	47	54	47
DVDE_Solamere_EBL	1800	102	57	128	73	135	75	0	0	0	0
DVDE_Solamere_EBT	1800	102	57	128	73	134	75	0	0	0	0
DVDE_Solamere_WBT	600	123	190	125	214	123	234	0	0	0	0
DVDE_Solamere_WBR	600	123	190	125	214	123	234	105	106	105	105
DVDE_QE_NBT	1500	0	0	0	0	0	0	0	0	0	0
DVDE_QE_NBR	1500	0	0	0	0	0	0	0	0	0	0
DVDE_QE_SBL	600	319	147	340	147	325	165	0	0	0	0
DVDE_QE_SBT	600	318	147	340	147	324	165	251	156	250	158
DVDE_QE_WBL	2000	48	47	46	47	46	47	47	47	47	47
DVDE_QE_WBR	2000	48	47	46	47	46	47	47	47	47	48
DVDE_DoePass_NBL	1000	437	52	423	59	399	56	67	70	70	71
DVDE_DoePass_NBT	1000	436	52	422	59	398	55	67	70	69	71
DVDE_DoePass_SBT	1500	202	0	184	0	217	0	273	127	296	128
DVDE_DoePass_SBR	1500	203	0	184	0	218	0	272	127	295	128
DVDE_DoePass_EBL	200	0	50	24	52	24	51	25	27	25	26
DVDE_DoePass_EBR	200	0	50	24	52	24	51	25	27	25	26
DVDE_DoePass_WBL	100	21	0	21	0	21	0	22	0	22	0
DVDE_DoePass_WBR	100	21	0	21	0	21	0	22	0	22	0
DVDW_Royal_NBL	600	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_NBT	600	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_SBL/SBU	1900	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_SBT	1900	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_SBR	1900	0	0	0	0	0	0	0	0	0	0
DVDW_Royal_EBL	2000	34	48	45	48	45	50	46	48	46	50
DVDW_Royal_EBR	2000	34	48	45	48	46	50	46	48	46	50
DVDW_Royal_WBR	100	-	-	-	-	-	-	25	31	25	31
DVDW_DoePass_NB	220	0	23	0	27	0	37	0	2	0	2
DVDW_DoePass_SB	1600	0	0	0	0	0	0	116	82	149	78
DVDW_DoePass_WB	200	25	409	25	410	25	410	0	372	0	372
DVD_Mellow_NBL	100	25	24	25	25	25	25	26	25	25	25
DVD_Mellow_NBT	100	24	24	24	24	24	24	26	25	25	25
DVD_Mellow_NBR	100	24	24	24	24	24	24	26	25	25	25
DVD_Mellow_SBL	800	26	25	26	30	26	26	26	25	25	31
DVD_Mellow_SBT	800	25	24	26	30	26	26	26	25	25	31
DVD_Mellow_SBR	800	26	25	26	30	26	26	26	25	25	31
DVD_Mellow_EBL	2500	0	51	0	65	0	65	355	106	322	145
DVD_Mellow_EBT	2500	0	51	0	65	0	65	355	106	322	145
DVD_Mellow_EBR	2500	0	51	0	65	0	65	355	106	322	145
DVD_Mellow_WBL	270	52	300	57	340	58	244	55	387	82	387
DVD_Mellow_WBT	270	52	300	57	340	58	244	55	387	82	387
DVD_Mellow_WBR	270	52	300	57	340	58	244	56	387	82	387
DVD_Marsac_NBLT	1500	290	1382	327	1985	361	1977	291	2044	321	2047
DVD_Marsac_NBR	1500	182	390	152	63	175	1342	170	2039	192	2040
DVD_Marsac_SBL	4500	396	260	395	278	440	279	367	380	375	373
DVD_Marsac_SBTR	4500	396	260	395	278	440	279	366	380	374	373
DVD_Marsac_EBLT	300	121	120	158	120	160	120	213	209	212	209
DVD_Marsac_EBR	300	121	120	159	120	160	120	213	210	213	210
DVD_Marsac_WBLT	2500	38	89	40	447	40	86	40	132	39	497
DVD_Marsac_WBR	2500	0	0	0	0	0	0	0	0	0	0
DoePass_MDriveway_NBL	200	-	-	-	-	-	-	23	186	23	186
DoePass_MDriveway_NBR	200	-	-	-	-	-	-	23	186	23	186
DoePass_MDriveway_EBT	270	-	-	-	-	-	-	0	0	0	0
DoePass_MDriveway_EBR	270	-	-	-	-	-	-	0	0	0	0
DoePass_MDriveway_WBL	80	-	-	-	-	-	-	44	149	44	150
DoePass_MDriveway_WBT	80	-	-	-	-	-	-	44	150	44	150
DoePass_EDriveway_NBL	200	-	-	-	-	-	-	45	82	45	81
DoePass_EDriveway_NBR	200	-	-	-	-	-	-	46	83	46	82
DoePass_EDriveway_SBL	200	-	-	-	-	-	-	25	31	25	35
DoePass_EDriveway_SBR	200	-	-	-	-	-	-	24	31	24	34
DoePass_EDriveway_EBL	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_EBT	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_EBR	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_WBL	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_WBT	80	-	-	-	-	-	-	0	0	0	0
DoePass_EDriveway_WBR	80	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_NBL	275	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_NBT	275	-	-	-	-	-	-	0	0	0	0
DVDE_NDriveway_SBT	1200	-	-	-	-	-	-	38	0	61	0
DVDE_NDriveway_SBR	1200	-	-	-	-	-	-	38	0	61	0
DVDE_NDriveway_EBL	200	-	-	-	-	-	-	23	80	23	82
DVDE_NDriveway_EBR	200	-	-	-	-	-	-	23	80	23	82
DVDE_SDriveway_NBL	110	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_NBT	300	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_SBT	270	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_SBR	270	-	-	-	-	-	-	0	0	0	0
DVDE_SDriveway_EBL	200	-	-	-	-	-	-	0	30	0	30
DVDE_SDriveway_EBR	200	-	-	-	-	-	-	0	30	0	30
DVDE_Tunnel_NBT	200	-	-	-	-	-	-	0	0	0	0
DVDE_Tunnel_SBT	300	-	-	-	-	-	-	0	0	0	0
DVDE_Tunnel_EBL	300	-	-	-	-	-	-	193	272	226	428

Attachment D:
Calibration Memorandum

FEHR PEERS

MEMORANDUM

Date: October 2, 2024

To: Park City Municipal Corporation, Engineering

From: Fehr & Peers

Subject: **Snow Park Transportation Impact Study – Existing Conditions Model Calibration Memo**

UT24-2481

The purpose of this memorandum is to provide details of the calibration of existing conditions of the simulation model developed for the proposed Snow Park Village. This memorandum is a supplement to the Snow Park Village Traffic Impact Study (TIS), October 2024.

As mentioned in Section 2.2 of the TIS, traffic operations for the project site were modeled in Vissim, a microsimulation traffic analysis software. Vissim was used in order to model characteristics included in the proposed design such as a new transit hub, a shared mobility lane that only allows buses in the winter season, pick-up/drop-off operations, transit operations, and intersection operations.

It is important that microsimulation models be validated against existing conditions. A validated existing conditions model provides analysts with more confidence that projected 'plus project' conditions are correct. Without proper validation, inaccuracies in the base model could propagate into the future year scenarios. For this study, it was necessary to focus the validation on weekend AM and PM peak hour conditions to reflect a busy peak winter season weekend for the resort. For this study, the following metrics were evaluated for calibration:

- Volumes served at the study intersections
- Intersection LOS and delays
- Visual queueing and congestion compared to observed conditions

Figure 1 illustrates existing conditions of the Snow Park Village and surrounding area with labels for roadways and parking lots.



Figure 1: Existing Roadway Conditions

Volume Calibration

The vehicle volumes served at each study intersection was measured to compare against observed vehicles from the traffic data collection. Calibration targets presented in the *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software* (2004), published by the Federal Highway Administration (FHWA) were used for volume calibration for this model. GEH statistic is a formula used in traffic engineering for comparing two sets of volumes; in this case, the modeled vs. observed volumes. The calibration targets presented by FHWA are shown in **Table 1.** Note that the targets are presented for a freeway model but was applied for intersection volumes for this study.

Table 1: Model Calibration Criteria

Criteria and Measures	Calibration Acceptance Targets
Hourly Flows, Model Versus Observed	
Individual Link (Intersection) Flows	
Within 15%, for 700 veh/h<Flow<2700 veh/h	>85% of cases
Within 100 veh/h, for Flow<700 veh/h	>85% of cases
Within 400 veh/h, for Flow>2700 veh/h	>85% of cases
Sum of All Link (Intersection) Flows	Within 5% of sum of all link (intersection) counts
GEH Statistic < 5 for Individual Link (Intersection) Flows	>85% of cases
GEH Statistic for Sum of All Link (Intersection) Flows	GEH < 4 for sum of all link counts

Source: *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software (2004), Table 4 (FHWA)*.

The modeled and observed (demand) volumes are shown in **Table 2** below. The modeled served volumes at all approaches and all overall intersections were all within 100 vehicles for less than 700 vehicles/hour, or within 15% for vehicles between 700 and 2700 vehicles/hour for both AM and PM peak hours. All approaches and intersections also showed GEH statistic values less than 5 for both AM and PM peak hours. This suggests that volume calibration targets were met for the Snow Park Village model.

Table 2: Existing 2024 Background Conditions Saturday AM & PM Peak Hour Intersection Volumes

Intersection			Saturday AM Peak Hour				Saturday PM Peak Hour			
ID	Location	Approach	Demand Volume (vph)	Served Volume (vph)	% Volume Served	GEH	Demand Volume (vph)	Served Volume (vph)	% Volume Served	GEH
1	Deer Valley Dr West / Deer Valley Dr East	NB	157	152	97%	0.4	517	529	102%	0.5
		SB	953	940	99%	0.4	421	412	98%	0.4
		WB	212	203	96%	0.6	440	428	97%	0.6
		Overall	**1,322**	**1,295**	**98%**	**0.7**	**1,378**	**1,369**	**99%**	**0.2**
2	Amber Rd / Deer Valley Dr East	SB	16	16	100%	0.0	29	29	99%	0.0
		EB	381	382	100%	0.0	199	198	99%	0.1
		WB	198	190	96%	0.6	421	411	98%	0.5
		Overall	**595**	**587**	**99%**	**0.3**	**649**	**637**	**98%**	**0.5**
3	Solamere Dr / Deer Valley Dr East	SB	106	106	100%	0.0	74	74	99%	0.1
		EB	364	362	99%	0.1	185	182	98%	0.2
		WB	127	116	91%	1.0	445	436	98%	0.4
		Overall	**597**	**584**	**98%**	**0.5**	**704**	**691**	**98%**	**0.5**
4	Deer Valley Dr East / Queen Esther Dr	NB	110	98	89%	1.2	451	444	98%	0.4
		SB	364	357	98%	0.4	144	138	96%	0.5
		WB	76	76	100%	0.0	76	76	100%	0.0
		Overall	**550**	**530**	**96%**	**0.9**	**671**	**657**	**98%**	**0.5**
5	Deer Valley Dr East / Doe Pass Rd	NB	256	241	94%	1.0	413	410	99%	0.1
		SB	388	382	99%	0.3	106	103	97%	0.3
		EB	1	0	0%	1.4	73	72	99%	0.1
		WB	4	2	58%	1.0	-	-	-	-

		Overall	**649**	**625**	**96%**	**0.9**	**592**	**585**	**99%**	**0.3**
6	Deer Valley Dr West / Royal St	NB	124	122	98%	0.2	279	270	97%	0.6
		SB	582	562	97%	0.8	307	298	97%	0.5
		EB	45	44	97%	0.2	69	68	98%	0.1
		Overall	**751**	**728**	**97%**	**0.9**	**655**	**635**	**97%**	**0.8**
7	Deer Valley Dr West / Doe Pass Rd	NB	133	129	97%	0.4	275	265	97%	0.6
		WB	12	12	102%	0.1	325	323	99%	0.1
		Overall	**145**	**141**	**97%**	**0.4**	**600**	**588**	**98%**	**0.5**
8	Mellow Mountain Rd / Deer Valley Dr	NB	13	13	100%	0.0	11	11	98%	0.1
		SB	18	18	100%	0.0	8	8	104%	0.1
		EB	946	932	99%	0.5	436	427	98%	0.4
		WB	322	311	97%	0.6	916	916	100%	0.0
		Overall	**1,299**	**1,274**	**98%**	**0.7**	**1,371**	**1,362**	**99%**	**0.2**
9	Deer Valley Dr / Marsac Ave	NB	249	248	99%	0.1	551	536	97%	0.6
		SB	1,248	1,230	99%	0.5	1,096	1,052	96%	1.4
		EB	27	25	91%	0.5	29	27	94%	0.3
		WB	361	343	95%	1.0	936	931	99%	0.2
		Overall	**1,885**	**1,845**	**98%**	**0.9**	**2,612**	**2,546**	**97%**	**1.3**

Intersection LOS and Delay

Table 3 displays the existing average Level of Service (LOS) and delay at the study intersections for the weekend AM and PM peak hours. It is important to note the following regarding these results:

- The reported LOS and average delay is based on conditions during the busiest 15-minute interval of each peak hour (per the Highway Capacity Manual (HCM) standards for calculating LOS).
- For the roundabout, the reported LOS and delay is the weighted average of all vehicles passing through a given intersection. However, this averaging of delay may not align with a driver's experience driving through the intersection, since the driver is on a single approach.
- For two-way stop controlled (TWSC) intersections, the LOS and delay for the worst movement is reported (per the HCM standards).

Table 3: Snow Park Village Saturday AM and PM Peak Hour Existing Level of Service

Intersection			LOS / Average Delay (sec/veh)	
ID	Location	Traffic Control	AM Peak Hour	PM Peak Hour
1	Deer Valley Dr West / Deer Valley Dr East	TWSC	19 / C	58 / F
2	Amber Rd / Deer Valley Dr East	TWSC	9 / A	229 / F
3	Solamere Dr / Deer Valley Dr East	TWSC	11 / B	11 / B
4	Deer Valley Dr East / Queen Esther Dr	TWSC	11 / B	9 / A
5	Deer Valley Dr East / Doe Pass Rd	TWSC	66 / F	14 / B
6	Deer Valley Dr West / Royal St	TWSC	13 / B	11 / B
7	Deer Valley Dr West / Doe Pass Rd	TWSC	9 / A	72 / F
8	Mellow Mountain Rd / Deer Valley Dr	TWSC	17 / C	39 / E
9	Deer Valley Dr / Marsac Ave	Roundabout	17 / C	42 / E

As shown in **Table 3**, the following study intersections currently operate worse than the established LOS D threshold. These include:

- Deer Valley Drive West / Deer Valley Drive East: LOS F in the PM peak hour
    - This is caused by a slow rolling queue of vehicles from the Marsac roundabout that extends past the Y-intersection, causing delays at the northbound and westbound approach. It was observed that when this happens, vehicles on the

free-flow northbound approach allow for vehicles on the stop-controlled westbound approach to make a turn. While the stop-controlled westbound approach experiences delays and operates at LOS E, the northbound approach experiences the most delays at this intersection.

- Amber Road / Deer Valley Drive East: LOS F in the PM peak hour
    - This is caused by congestion at the Y-intersection which spills back past Amber Road. This queueing makes it difficult for vehicles to find space to go westbound through.
- Deer Valley Drive East / Doe Pass Road: LOS F in the AM peak hour
    - This is caused by the high volumes of vehicles entering the parking lots from both NB Left and SB Right, the latter of which gets priority which causes a queuing of NB Left vehicles.
- Deer Valley Dr West / Doe Pass Rd: LOS F in the PM peak hour
    - This is caused by congestion at the Y-intersection which spills back towards Doe Pass Rd. This queueing makes it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Mellow Mountain Rd / Deer Valley Dr: LOS E in the PM peak hour
    - This is caused by the queues between the Marsac roundabout and the Y-intersection, making it difficult for vehicles to find a gap and turn left onto Deer Valley Drive.
- Deer Valley Drive / Marsac Ave: LOS E in the PM peak hour
    - This is caused by congestion at the roundabout due to high volumes exiting various ski resorts and moving in and out of downtown Park City. The delay is highest for the northbound approach.

Visual Queueing and Congestion

The following key locations were observed to have queueing and congestion issues currently in the study area, as also reflected in the LOS and delay results in **Table 3**:

- Deer Valley Drive East / Doe Pass Road - AM peak hour
    - The parking operations at Lot 5 slow down the speeds of vehicles entering Doe Pass Road, causing queues from vehicles turning onto Doe Pass Road on Deer Valley East Drive. The model was coded to add friction on Doe Pass Road to simulate the observed queuing and delays. **Figure 2** below shows the observed vs. modeled queues at this intersection.



Figure 2: Observed vs. Modeled Queues at Deer Valley Drive East / Doe Pass Road in the AM Peak Hour

- Deer Valley Drive East / Deer Valley Drive West (Y-intersection) – PM Peak Hour
    - A slow, constant rolling queue is observed between the Marsac roundabout and the Y-intersection in the PM peak hour. This queue backs up past the Y-intersection, causing high delays and queues for the stop-controlled westbound approach. Also, when this congestion occurs, it was observed that the free-flow vehicles on the northbound approach allow for the westbound vehicles to make a turn as a "zipper merge", also causing queues and delays on the northbound approach.
    - The following aspects were coded into the Vissim model to replicate the observed queueing and congestion:

- Slower speeds along Deer Valley Drive between the Marsac roundabout the Y-intersection
- Additional vehicles at the Y-intersection on the northbound and westbound approaches to account for latent demand (vehicles stuck in the queue at the end of the data collection peak hour)
- Priority rule on the northbound approach to allow for the "zipper merge" when the intersection is congested

- **Figure 3**, **Figure 4**, and **Figure 5** below show the observed vs. modeled queues at the Y-intersection, Deer Valley Drive East / Solamere Drive, and Deer Valley Drive West / Doe Pass Road, respectively.



Figure 3: Observed vs. Modeled Queues at the Y-intersection in the PM Peak Hour



Figure 4: Observed vs. Modeled Queues at Deer Valley Drive West / Doe Pass Road in the PM Peak Hour



Figure 5: Observed vs. Modeled Queues along Deer Valley Drive East at Solamere Drive in the PM Peak Hour

FEHR PEERS

MEMORANDUM

Date: October 23, 2024

To: Rebecca Ward

From: Fehr & Peers

Subject: Response to Park City Planning Commission and Staff Comments

UT24-2481

1. The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.

There are two components to this analysis. First, is the anticipated parking demand for the residential and commercial use of the 611 parking spaces. Second, is the parking demand for the day skier parking affecting the 1,360 parking spaces.

Table 1 *shows the comparison of the proposed parking allocation by land use and the required parking by the Land Management Code. As shown in* ***Table 1****, the total proposed parking (excluding the day-skier/staff parking) is 15% less than the calculated required parking from the Land Management Code. The retail, event barn, and support land uses for the hotel (food & beverage, meeting space/ballroom, spa) present opportunities for shared parking with the day skiers and other users.*

Table 1: Proposed Parking Allocation Compared to LMC Requirements

Use	Quantity of Land Use	LMC Parking Requirement	Final Allocation	Percent Change	Notes on Shared Parking
Condo[1]	100 units	200	156	-22%	
Retail[2]	30,000 s.f.	90	-	-	Parking for retail has an opportunity for shared parking with day skiers and other users.
Event Barn[3]	15,000 s.f. (250 attendees)	63	65	3%	Events occurring at the event barn will be in the afternoon/evenings, where shared parking with day skiers and other users will occur.
Hotel	120 rooms	120	115	-52%	The parking for the food and beverage, meeting space/ballroom, and spa for the hotel has an opportunity for shared parking with day skiers and other users.
F&B	8,000 s.f.	40			
Meeting/Ballroom	8,000 s.f.	40			
Spa	8,000 s.f.	40			
Storage	N/A	-	15	-	
Ski Club[4]	15,000 s.f. (500 members)	125	260	108%	
TOTAL		**718**	**611**	**-15%**	

Notes:
1. Assumed all dwelling units are over 2,000 s.f.
2. Assumed from Park City code: Retail & Service Commercial, Minor, Personal Service
3. Assumed from Park City code: Recreation Facility, Private or HOA for a 250-attendee event.
4. Assumed from Park City code: Recreation Facility, Private or HOA for a 500-member club.
Source: Fehr & Peers, 2024.

Furthermore, day skier and staff parking will be adequately accommodated at the proposed 1,360 spaces. This is due to the paid parking program, remote parking, visitor parking information on VMS and an app, and coordination with offsite parking resources. . Taken together, less day skier parking will be required. Further, staff parking will be dynamic and vary based on guest demand. For those days when the lot will be full, staff will be notified to park at off-site areas including, the newly jointly funded parking lot at Richardson Fat and/or other parking lots outside of the jurisdiction with shuttle or bus service. Otherwise, staff may be able to use some of the excess parking in the day skier area.

The use of the 611 commercial parking spaces will be adequate and is based on a conceptual use of the allocated UEs and square footage under existing entitlements. The final uses won't be

known until an application is made for Phase 2 of the project when those uses will be finalized. It would be reasonable to analyze the allocation of the 611 commercial parking spaces at the time of reviewing the Phase 2 application.

2. A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy parking.

Per the December 7, 2023, Letter of Intent, parking for the Snow Park Village will be a paid system. This follows a trend in the ski industry. However, the number and novelty of paid programs has made relevant peer data hard to come by. Park City Mountain Resort (PCMR) has provided valuable insights into the experience with paid parking. During the 2022/23 season, a $30 parking fee was implemented at PCMR on weekends and holidays, with reductions or waived fees for vehicles with four or more passengers. In a 2023 season recap, PCMR staff reported that an average of 64% of visitors carpooled to avoid the parking fee, and 15% of skiers arrived by transit. Additionally, an increase in parking at offsite lots and a decrease in parking at PCMR lots was observed, indicating that visitors were exploring alternative transportation options. This shift toward carpooling, public transit, and alternate parking locations positively impacts traffic levels in and around PCMR.

Solitude Mountain Resort (SOL) has focused efforts to reduce traffic within Big Cottonwood Canyon over recent seasons. They initially implemented a paid parking system during the 2019/20 season but still faced issues due to a lack of parking supply. On their busiest days, they would turn away over 500 vehicles who were unable to find parking, which led to a considerable number of vehicles in the canyon, unnecessarily. To address this, SOL paired paid parking with a reservation system, fully rolling it out during the 23/24 season. This combination, along with Brighton Resort's similar system, reduced drive times within the canyon by as much as 60%, except during challenging weather or road conditions. Additionally, SOL saw significant growth in average vehicle occupancy—upwards of 57% on peak days—thanks to discounts on parking fees for full cars (4+), which decreased the number of vehicles in the canyon and their parking lots. They also experienced a surge in transit demand among day-skiers that far exceeded supply, which they aim to bolster in the coming years. Beyond targeting day-skiers, SOL made substantial investments to enhance employee transportation through dedicated employee-only shuttles. This initiative provided nearly 19,000 rides to employees, significantly reducing the number of cars in the canyon and their parking lots. Solitude Mountain Resort's comprehensive approach not only improved parking efficiency and reduced traffic within the canyon, but also contributed to a more sustainable and enjoyable experience for all visitors and employees in Big Cottonwood Canyon.

As Deer Valley adopts a paid parking system in the future, they will rely heavily on the state-of-the-art offsite parking lot that is proposed, parking information via social media, public transportation services, and carpooling. All of these are identified in the Transportation Demand Management plan where several additional programs are being invested in to further the initiative of reducing traffic in and around Snow Park and throughout the city.

3. Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.

The proposed plan shows 455 spaces for non-dwelling uses, excluding the day skier parking. These non-dwelling uses include retail, event barn, hotel (with food & beverage, meeting space/ballroom, and spa), and a ski club. Given the nature of the ski resort, the retail is intended to support land uses. Although there will be attraction from off-site for the retail land uses, the main attraction to the retail land uses will be from resort visitors who are already on-site to ski or hotel/condo guests. Functions occurring at the event barn will be in the afternoon/evenings, where shared parking with day skier spaces and other users will occur. Therefore, there are opportunities for shared parking between the non-dwelling uses and general day skier parking.

4. An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.

Will be identified as part of Phase II analysis for the approval of the vertical construction of the buildings.

5. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.

Deer Valley plans to discourage single occupant vehicles through several strategies:

- *Reduction in day skier parking stalls;*
- *Increased transit amenities including but not limited to a full-service underground mobility hub, a dedicated "mobility" lane, and transit priority at the proposed "Y" traffic signal;*
- *Pair parking per the December 2023 LOI;*
- *Deer Valley will continue to build on and utilize their Transportation Demand Management plan which includes educational programs, incentives for carpooling and transportation usage, and added amenities to accommodate other forms of transport.*

As noted in #2, evidence of paid parking on carpooling and transit use is evident at PCMR. However, each example is different based on client/market demographics and other operational characteristics. It is safe to assume that drive-alone and transit usage metrics will change at Snow Park.

6. Provisions for overflow Parking during peak periods

There will be no more overflow parking on the "Loop" in the future. Deer Valley has committed to investing $15 million to support building a remote park and ride lot with transit and carpool pick-up/drop-off. The goal for future overflow parking is that we are capturing employees and

guests before they arrive in the Deer Valley loop area. This guest and employee capture strategy is laid out in the TDM plan.

7. An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

Currently, on days that Deer Valley parks guests on the street, we work in cooperation with Park City Municipal parking enforcement and the Park City Police Department to help ensure that parking is only in designated areas around the loop. Deer Valley also meets on a bi-weekly basis with the Traffic Operations Manager at Park City Municipal leading up to the winter and has regular communication with the city throughout the winter to help quell any neighborhood concerns in a timely manner. Once the parking garage is built, Deer Valley will no longer be permitted to have guests park along the Deer Valley Drive loop.

PROPOSED conditions of approval:

- *No more street parking allowed on Deer Valley Drive upon completion of the garage.*
- *Continue to offer the Deer Valley skier shuttles to any HOA in the Lower Deer Valley community that would like to opt in to the service.*
- *Require a portion of employees to park off-site, particularly on days requiring employees to park offsite when parking area is fully utilized.*

Park City, through its "Park City Forward" initiative, has identified a goal of 20% of trips by modes other than private cars. The City is tackling this challenge through a variety of strategies, including but not limited to the following:

1. Updates to the local and regional transit system, including a Bus Rapid Transit project from Kimball Junction to Old Town
2. Coordination with partner agencies to implement greater park-and-ride capacity
3. Expansion of high-quality active transportation facilities throughout Park City
4. Partnerships with private developments to implement and operate comprehensive Transportation Demand Management (TDM) programs

While not specifically required by the City's TIS Guidelines, Deer Valley is aligned, and will continue to support, furthering the City's broader trip reduction goal. Deer Valley will continue to operate its robust TDM program, and expand on current offerings. As transportation technology continues to evolve, Deer Valley will always explore new and better ways to meet modal goals. A high-level summary of the Deer Valley TDM Plan is shown below in **Table 1**. In addition, there is a proposed regionally significant remote park and ride facility that both the City and Deer Valley will cooperate on planning, construction, and management per the Letter of Intent (LOI), between Park City Municipal and Deer Valley, dated December 7, 2023.

Table 1: TDM Measures

Measure	Status	Description
Employee Transit and Housing	Existing Program	As Deer Valley develops employee housing options, a key criterion is direct and easy access to transit as well as active transportation facilities. As an additional measure, Deer Valley provides private shuttles, when no direct transit connection to the Resort exists.
Bicycle Amenities and Perks	New Program	Deer Valley will provide bicycle repair tools and dedicated bicycle parking at key locations. A potential partnership with the Summit County e-bike share is under consideration.
Education and Promotion	Existing Program	Educational and promotional events to encourage travelers to use modes other than driving alone. This includes promoting "Try Transit" week. Additionally, all new staff is provided alternate transportation information, such as carpool matching and transit options, during on-boarding orientation. On an annual basis, Deer Valley incentivizes employees to carpool and take transit through the "Ride On" program. This customized program incentivizes carpooling and transit, with transit more heavily incentivized. Incentives are evaluated on an annual basis to ensure that they will drive modal change. The TDM coordinator evaluates statistics on

		an annual basis to determine what incentives work and tweak them to meet demand.
Parking Management	New Program	Efficient, constrained, and priced parking to discourage drive-alone trips. The LOI has a 20% reduction for day skiers in a fully structured environment, along with paid parking, all of which will encourage transit ridership, carpooling for employees and visitors,
Real-Time Messaging	New Program	Deer Valley will continue to provide the most accurate parking and traffic information to employees and guests in real time. This includes the Deer Valley app, website, text messaging, and variable message boards (VMS). Note: UDOT prohibits identifying specific commercial entities on VMS located within their right-of-way and/or under their control.
Appoint a TDM Coordinator	New Program	Identify a staff member to oversee the TDM program. The coordinator participates in bi-weekly meetings for 2-3 months leading up to Deer Valley's opening with Park City's traffic operations manager. During the season, the coordinator will remain in constant contact with the traffic operations manager with a larger end of season recap occurring to discuss how to improve conditions moving forward.
Special Events	Existing Program	Deer Valley works with Park City Municipal during special event egress to push traffic in one direction around the loop to give transit priority in the other direction. We will continue to evaluate if this egress plan is necessary given the SML and implement if transit is not seeing travel time improvements around the loop.

Source: Deer Valley

TDM Monitoring

Deer Valley will conduct internal monitoring to best understand how various user groups are getting to Snow Park, how best to improve their experiences, and how to optimize their experience while minimizing their impact on area traffic and the environment. As noted above, elements of the TDM program may be adapted, added, or discontinued over time as Deer Valley strives to achieve maximum effectiveness with its TDM program. The Snow Park TDM program will change over time as travel behaviors change and the transportation context around Snow Park evolves.

Ongoing, real-time traffic monitoring will be enabled by a Deer Valley-funded and managed traffic monitoring station at the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection. This will allow for ongoing traffic counts, recording of queueing via still imagery, and year-over-year comparison at a crucial intersection in Park City.

The TDM coordinator will be responsible for ongoing collaboration and coordination with PCMC staff to ensure that goals are shared and TDM measures managed by Deer Valley are complementing those enacted by the City. To that end, semiannual meetings will take place among Deer Valley, PCMC staff, and other TDM coordinators:

- Prior to each ski season, relevant parties will gather to share relevant updates for the upcoming season, and identify potential opportunities for collaboration, share expectations for the coming months, and discuss performance metrics to be tracked
- Following each ski season, the same parties will meet to share lessons learned and review program performance as recorded by agreed-upon performance metrics, and establish potential action items during the off-season

With ongoing updates to local transit service operated by both Park City Transit and High Valley Transit, Deer Valley will strive to avoid duplication of transit service offerings. Deer Valley's TDM program is intended to support the use of public transit among the public rather than act as an alternative to public transit service. As public transit coverage expands, Deer Valley will adapt its program to support local transit agencies.



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435-649-9467
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Suite 50, 80 | Park City, Utah 84098

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
THOMAS VAUGHN

DATE: 10/18/24

PROPOSED ALIGNMENT
SNOW PARK VILLAGE TO
PARK PEAK

FOR: ALTERRA
JOB NO.: 11-1-19.1
FILE: X:\WasatchCounty\dwg\Mayflower 2023\Mayflower Lifts\Silver Lake Gondola.dwg

SHEET 1 OF 1

10.2.2024

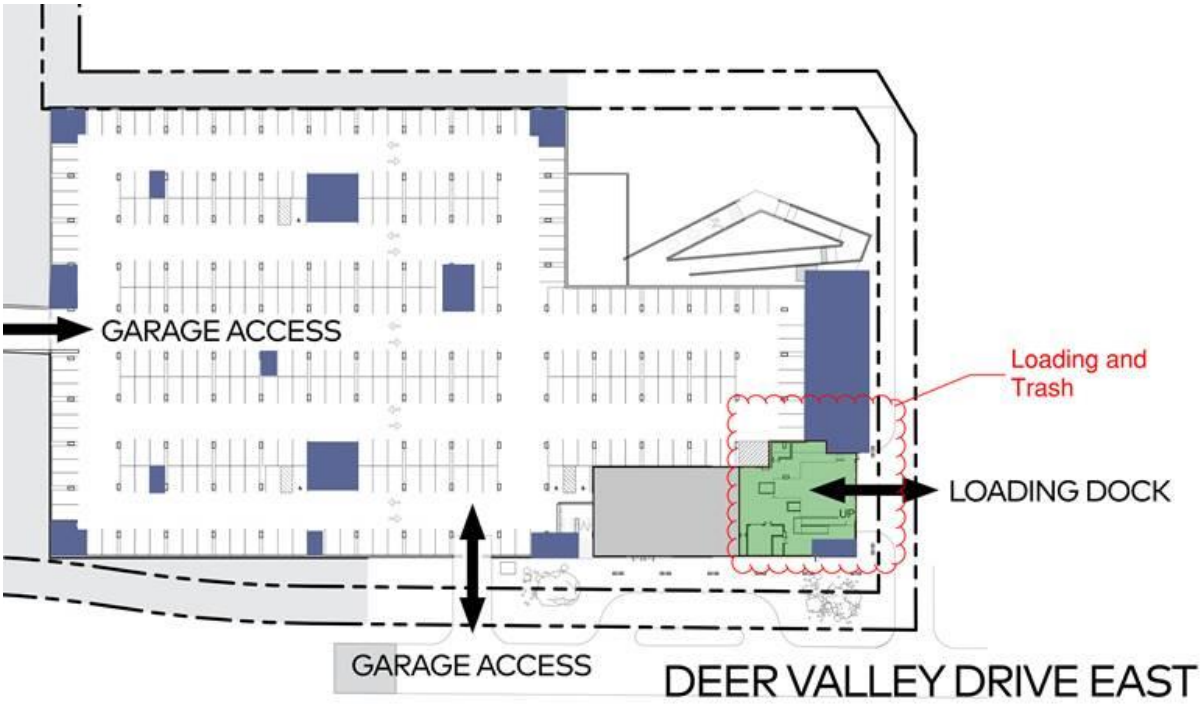
I am the owner of [REDACTED]
While I am supportive of the project I do have a concern regarding the loading and trash area at the north end of the project.

Below are two snap shots from the August 08, 2024 submittal:

- I believe this area is intended to serve for both loading/unloading and trash pickup.
- With the floor to ceiling heights shown there will not be enough head height for box trucks or trash trucks to be able to pull into the parking garage.
- Therefore all of this activity will need to be done in the open.
- This will be a situation not unlike the back of any big box store with regards to truck parking/idling, noise from air brakes the dumping of the trash bins, smells from truck diesel exhaust and trash along with the visual impact of all of the before mentioned.
- This will be the first view of the project as you approach from the north along Deer Valley Drive East.
- It will also negatively impact all of the activities that take place all day long in the meadow / ponds and surrounding trails.

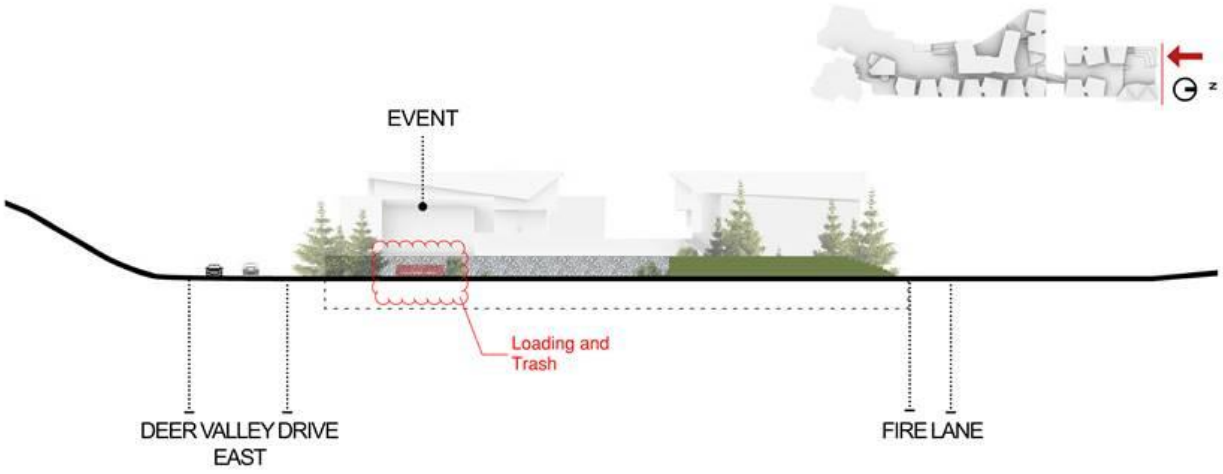
As I mentioned I am generally supportive of the project but there clearly needs to be more thought put into the north edge.
As it currently stands it seems that the north edge is being treated as the “Back of Store” and not the prominent edge that it will be to residents and visitors alike.

I would be happy to discuss Cell [REDACTED]
Thanks,
K



Building Elevation_North

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



Kevin Crook | President

Kevin L. Crook
Architect
Inc
PLANNING + ARCHITECTURE

10.7.2024

I'm the owner of a townhome located at [REDACTED], Park City. I've been following the plans for the Snow Park Development. I'm concerned about the current proposal of installing a traffic signal at the Y. My windows overlook Deer Valley Drive. Currently on ski days, especially in the afternoon, traffic is very congested on DVD. A signal I fear would create significant additional congestion as cars stop and wait for the light to change aggravating noise for residences and creating safety issues of "stop and go" traffic, especially if traffic backs up to the existing roundabout near the bus terminal. I believe a roundabout at the Y would be a better choice. This would allow for continuous traffic flow through the Y and complement the existing and proposed roundabouts on DVD. Please consider a roundabout instead of a signal at the Y.

Best regards,

Rob Funsten

10.8.2024

I am an owner at the Fawngrove Condominiums on Deer Valley Dr N. I have reviewed the Planning Commision Agenda for October 9th. The Exhibit A attachment for the Snow Park presentation, sheets 41-43 (Exhibits 29A-29C) shows the Deer Valley Dr East proposal (note this should correctly read Deer Valley Dr North). There is a proposal to expand the sidewalk adjacent to our property to 12' from the existing 8'. The 4' addition is in the direction of Fawngrove, where there is only 35'-40' to the nearest buildings. In contrast, it is over 200' to the Pinnacles buildings across the street and up the hill.

Drawing 29C shows a possible Easement required along the Fire Department and Bristlecone properties next door to us but also says the roadway could be reconfigured within the existing Right of Way (ROW). This ROW statement is not shown in Exhibit 29A which is the area along our property.

The City has 60 feet of ROW along Deer Valley Dr N, currently using 44' for the road, shoulders, gutters, and existing 8' sidewalk, leaving 16' of ROW remaining. 12-15' of that is on the north side of the road towards Pinnacles and 3-4' remain on the south side of the road towards Fawngrove.

I am highly opposed to the expansion of the sidewalk closer to the Fawngrove property. With the third lane added for the multi-use bus lane and bicycle lane, there is no need to expand the sidewalk from 8' to 12'. There is also plenty of ROW on the north side of the road that can be used for expansion if needed. I have talked to many Fawngrove owners and they are in agreement.

Please add this objection to your public record.

Thank you,

Tom Miller

10.9.2024

Planning Commission and Planning Department,

My name is Kim Tessiatore and I am the President of the Powder Run at Deer Valley Owners Association. I was planning on making this statement at the Public Hearing that just closed. I have commented numerous times in the past and have never been asked to provide my last name on my Zoom profile. I attempted to change my profile as fast as possible when the announcement was made, but the Public Hearing was closed before I could finalize the change. I suspect I am not the only one in this position based on the number of people who participated online, yet only one online participant was promoted.

Thank you for reading my comment below and please consider making this request to Deer Valley so that our concern may be addressed at the October 30th Special Meeting and Public Hearing.

Powder Run is a 33-unit complex located along Deer Valley Drive East, just north of Snow Park Lodge and directly across the street from the parking lots that will become the new base area. Arguably the property most impacted by the newest rendition of the proposed development. We agree that the Snow Park development is a generational opportunity; however, we believe that Deer Valley and the City are prioritizing expediency over developing a plan that is best for Powder Run, the Lower Deer Valley Community and all guests of Deer Valley.

We started meeting with Deer Valley in March as soon as the new proposal was unveiled. We have expressed our apprehensions regarding the increased traffic flow on Deer Valley Drive East in the area between Doe Pass and the ski school drop off. We are specifically worried about all bus, shuttle, and skier drop-off traffic funneling into a single exit from the transit center which will all need to take a left turn onto Deer Valley Drive East directly in front of Powder Run's Building A and approximately 150 feet from our driveway. We feel this adds substantial safety concerns, presents a noise and light nuisance, and significantly impairs reasonable and safe egress from our only driveway.

Rather than opposing the plan, we have proposed a solution to Deer Valley which would reverse the flow of bus traffic to a clockwise pattern. In our proposed plan, the buses would turn left at the signalized Y intersection and follow the loop which would allow for buses to be turning right into the transit center, allow the passengers to depart in the transit center closer to the vertical circulation, and turn right flowing smoothly back out of the complex. The drop-off traffic could continue to arrive via Deer Valley Drive West, and could flow directly into the parking structure where the majority of the drop traffic will be heading, thus eliminating street traffic. Please note, the buses would be making a right turn underground and would not have any impact on residential property. It would also reduce the amount of pedestrian/transit interaction. In addition, all of the communities along the Deer Valley loop would have bus traffic on the outside lanes and allow for right turns from driveways without competing bus traffic. We believe this solution can improve safety, reduce the nuisance to everyone on the loop, and improve traffic flow while saving Deer Valley construction costs.

We urge the Planning Commission to encourage Deer Valley and the City to study this solution that could improve the proposed development for the Lower Deer Valley residents, Deer Valley patrons, improve pedestrian flow within the village and generate cost savings for the development.

Kind regards,

Kim Tessiatore

Powder Run at Deer Valley Owners Association

10.9.2024

It is my understanding that the city council is considering a proposed expansion of the sidewalks in front of the Fawngrove property. As owners of Fawngrove unit [REDACTED], we would like to register our opposition to that course of action. We recognize that the expansion of the Snow Park development entails accommodations in order to enhance access. But we don't believe expanding the sidewalk on the Fawngrove side of Deer Valley Dr is the best course of action. Expanding on the other side of the street would be less obtrusive to homeowners and would also accommodate the bus stops on that side of the street which currently are pressed right up to the edge of the road.

Thank you for your consideration.

Sincerely,

Steve and Karen Pecota

10.14.2024

Dear Planning Commision,

We (Roya and Brad Baldridge) are residents of Comstock lodge

[REDACTED]

We would like our comments to be part of the public record.

We are very happy with the new changes to the snow park development plans; specifically moving the transit center underground and closer to the lifts.

While we are in support of snow park development, there are a couple of issues that are concerning and we would like to ask for your evaluation.

1) The Comstock lodge driveway lines up just to the south of the new four lane Doe pass. Current plan is to have a three way stop intersection at Doe Pass and Deer Valley Drive East. The proposed configuration will make it almost impossible for us to turn left out of our community driveway. We would suggest consideration of a roundabout similar to the one at Deer Valley Dr. West as an alternative option. Or requesting a Deer Valley employee (green jacket) designated to the location, this option is not as desirable since their availability is not guaranteed.

2) The traffic study done for this project shows currently there are multiple intersections with **Level Of Service (LOS)** that Fail (designated as **F**).

Exhibit B October 2, 2024 Traffic Impact study: page 22

1) Deer Valley Dr. West/ Doe pass road

2) Deer Valley Dr. West to Deer Valley Dr East

3) Deer Valley Dr. East/Doe pass road

All three of these failed intersections are in front of our home/community and will adversely impact our access. Please strongly consider mandating reducing the number of cars accessing the Snow Park area. Alternative modes of transport system, airport shuttle, community shuttle and buses may greatly help.

Thank you for your consideration.

Roya and Brad Baldridge

10.17.2024

I wanted to reach out to you to let you know that - as an owner of a condo in the Fawngrove community, I am opposed to the expansion of the sidewalk on the south side of Deer Valley Drive North from the current 8' to the 12' width that is considered as part of the Snow Park Development plan.

Overall, I am also extremely concerned by the substantial increase in car traffic on Deer Valley Dr N given that - as we have seen over the last few years - the current traffic during the winter season & peak hours is already bad.

Thank you for listening.

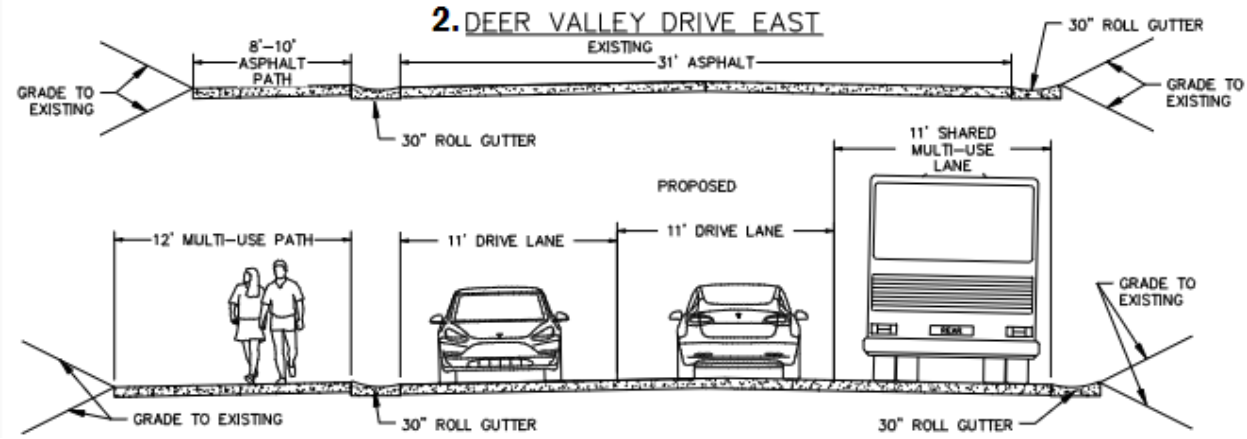
Best,

JP Maheu

Fawngrove Condo owner

10.22.2024

I write this correspondence to you regarding the planned modifications to Deer Valley Drive North under the Snow Park Development (“SPD”) proposal. I specifically want to address the proposed modifications to the sidewalk and street as illustrated in the Snow Park presentation agenda, item 5E, Exhibit A, Exhibits 29A, cross-section drawing 2. Here is a copy of the plan that concerns me:



It appears that SPD, and maybe the City, want to expand the sidewalk from 8-10' to 12'. I am the owner of 1400 Deer Valley Drive North, unit 1400 of Fawngrove condos. My condo is the closest structure to the street, so insofar as impact on property owners along this street is concerned, I would be the one most impacted if this proposal were approved. I am already very close to the street and my privacy is compromised under the current conditions and expanding the width of the sidewalk by an additional 4' would be a virtual taking of my right to privacy and the quiet enjoyment of my property. I emplore you to NOT approve this widening of the sidewalk. It is just not necessary to accommodate pedestrian traffic, even if the number of residents and guests walking that area were to double or even triple. I am there regularly, I see the foot traffic, and it is clear that widening the sidewalk is not necessary.

Finally, I call to your attention my additional concern regarding the projected increase in vehicular traffic on Deer Valley Drive North. I realize that this plan is probably going to be approved in some form, but I ask that you insist that SPD pay for and install landscaping and or fencing along the south side of the street from the point where Deer Valley Drive North turns east off Deer Valley Drive, to the first entrance into the Fawngrove condos to help abate vehicle lights at night and vehicle noise all the time in that area. At night, lights from vehicles coming up that slope and curving slightly to the left shine into my condo and actually up into the bedroom windows on the second floor of my unit. And the noise is always there, and it will, no doubt, increase dramatically during construction and completion of the project. Addressing the vehicle noise/lights problem and not expanding the width of the sidewalk would obviate my concerns with the Plan.

Thanks for your consideration of my concerns.

Jack Waddey **I** Partner
Reg. Pat. Attorney