

Alta Commercial Core Project

- The following projects are being presented for Council consideration as part of the prioritization process.
- Based on feedback from the Council, top projects will be advanced with further study and/or outreach.
- Each project has a short description, project source, benefits, considerations, and next steps
- Survey: <https://www.surveymonkey.com/r/MDXF98F>
- Questions: Alex Roy, WFRC, aroy@wfrfc.org



HIGH-T and Landscaped Median

- Description: Work with UDOT to add VMS or other features at or adjacent to the HIGH-T
- Benefits: Chance to combine construction efforts, potential to include wayfinding and/or information, traffic calming, place making
- Considerations: Due to the nature of the intersection, it might be best to have welcome features and/or VMS in different locations, operation issues (snow management and left hand turns)
- Source: Little Cottonwood Canyon Environmental Impact Statement (UDOT) and Alta Commercial Core Active Transportation Implementation
- Status: UDOT is reconfiguring this intersection as a “High-T” which enables vehicles from the Wildcat Driveway to merge onto SR-210. This UDOT project may preclude median options, but may also be an opportunity to partner to install travel information devices and aesthetic upgrades.
- Next Steps: Coordination with UDOT, design considerations





HIGH-T AT ALTA WILDCAT
Source:UDOT

Welcome Features

- Description: Identify location and design of expanded welcoming signs and other features
- Benefits: Establish communication objectives, develops sense of place, information opportunities
- Considerations: slide paths, land ownership (USFS, UDOT, private), costs / upkeep, minimize distractions
- Source: Town of Alta Signage Plan, Town of Alta Commercial Core Plan, Alta Commercial Core Active Transportation Implementation and others
- Next Steps (location determination, design, coordination with UDOT)





Welcome Features before Town Center

Potential Benefits: Develop Alta "atmosphere" in the Town Center, opportunity to reduce speeds near frequent pedestrian areas

Existing Town of Alta Sign

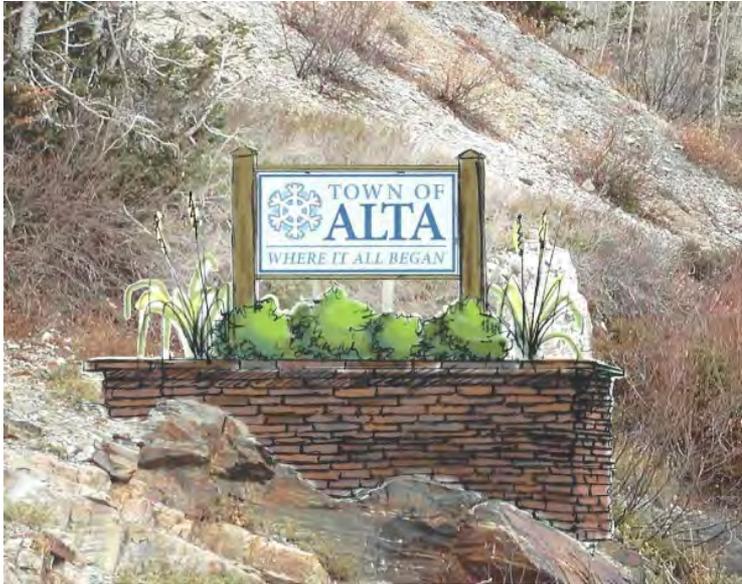
Distance to Bypass: 0.30 mi
Distance to Wildcat Driveway: 0.45 mi
Distance to Town Office 0.70 mi

Welcome Features between Bypass Rd. and Peruvian Lodge

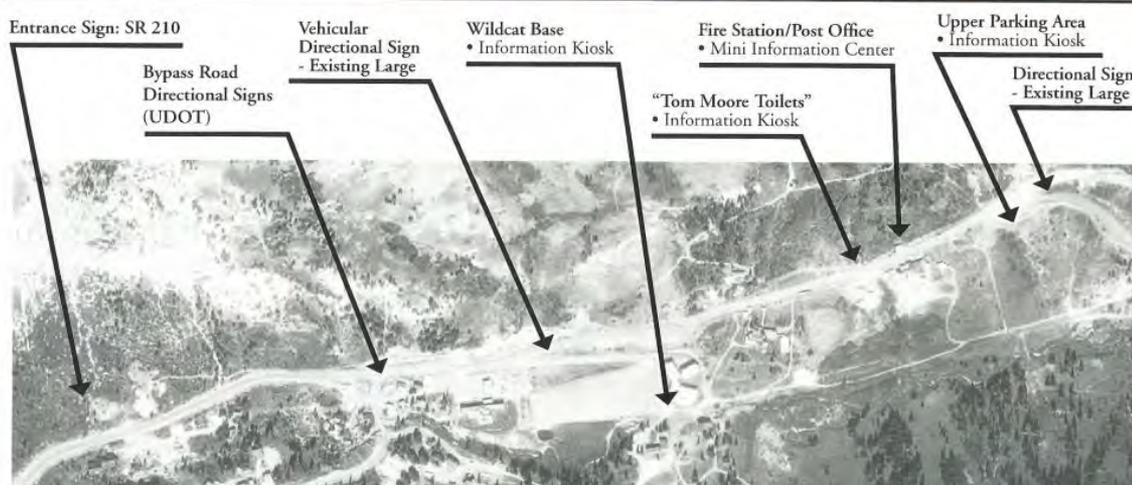
Potential Benefits: Align with Peruvian Lodge, create Alta "atmosphere" prior to a Wildcat parking lot, potential to reduce speeds prior to bike/ped path



Welcome Features - Town of Alta Signage Plan



Possible Locations for Major Signage and Interpretive Components



Welcome Features - Alta Commercial Core Active Transportation Implementation



Western Bike / Ped Facility

- Description: Look at potential bike and pedestrian facilities from the western edge of Alta to Alta Lodge / Our Lady of the Snows
- Benefits: Connection between western core and central core, improved safety, potential to slow vehicle speeds
- Considerations: Snow storage/removal, UDOT ROW, winter parking, summer usage, directional travel
- Sources: Prior Studies, Council feedback, community outreach
- Next Steps: Determine preferred alternative, concept development, coordination with UDOT/ EIS





WESTERN BIKE /PED FACILITY

Western Bike / Ped Facility (40 ft.)

Description

- The following cross-sections are presented to illustrate potential designs along SR-210. All of the cross-sections have 40 ft. width, include a buffer on the north side to account for rock debris, and do not include hardscaped medians, to allow for parking in winter

Existing



made with StreetMix



Western Bike / Ped Facility (40 ft.)

One Direction Bike Path



Two Direction Bike Path



made with StreetMix

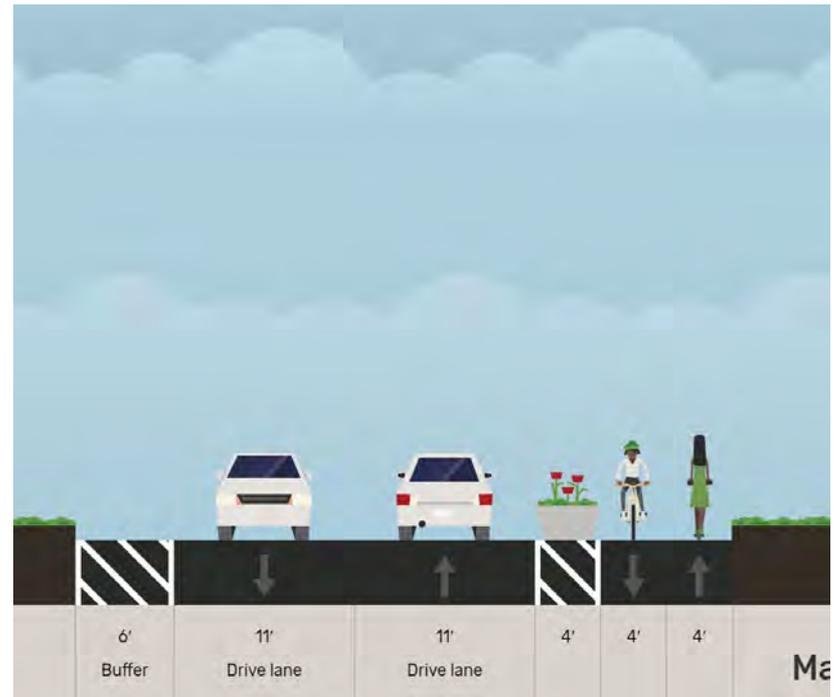


Western Bike / Ped Facility (40 ft.)

One Way On-Street Path



Two Way On-Street Path



made with StreetMix



Formalized Parking and Median

- Description: Designate parking areas, this may include additional or extended median's or other hardscaped features
- Benefits: Organization of Town parking, pedestrian improvements, potential to improve community feel
- Considerations: Parking reduction, parking allocation, snow removal
- Source: Multiple plans included formalization of parking, the Active Transportation Implementation Plan provided the most detail
- Next Steps: Review design alternatives, coordination with UDOT, coordination with lodging uses





ALTA TOWN CORE PARKING CONCEPT A

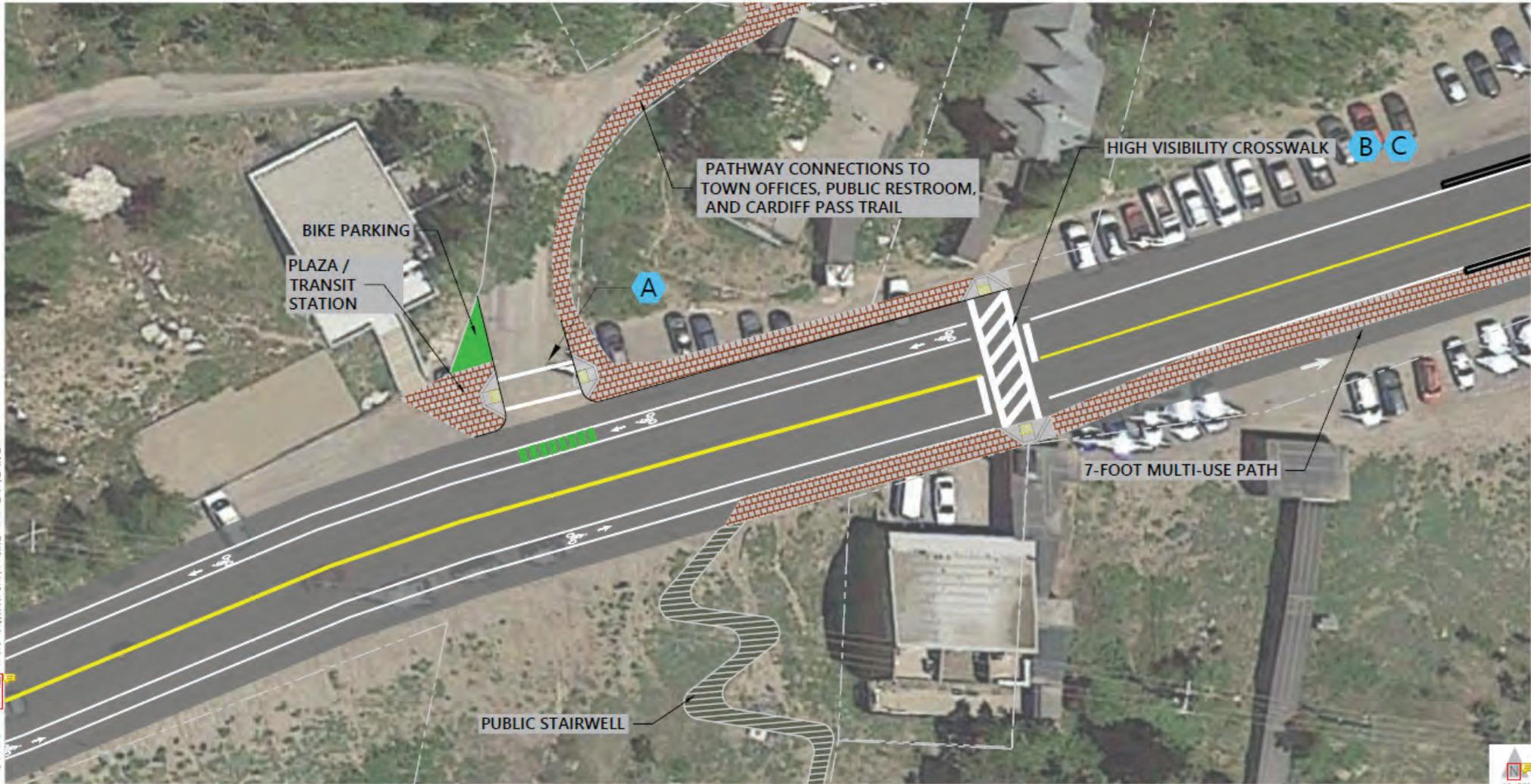


ALTA TOWN CORE PARKING
CONCEPT B

Core Pedestrian Improvements

- Description: Advance prior work to improve the pedestrian environment
- Benefits: Pedestrian improvements and enhanced safety, potential to improve community feel, maximize proposed community center and/or transit center
- Considerations: Parking reduction, snow removal, crosswalk regulations, pedestrian improvements that differ from parking designs, summer vs winter use considerations, encroachment on private property, ski area permit area
- Source: A number of plans included pedestrian improvements, the Active Transportation Implementation Plan provided the most detail
- Next Steps: Coordination with UDOT regarding crosswalk requirements, consideration of different crossing types, coordination with lodging uses





A



B



C



CONCEPTUAL - NOT FOR CONSTRUCTION

Concept

5/4/18
Alta Commercial Core



ALTA TOWN CORE PED IMPROVEMENTS



CONCEPTUAL - NOT FOR CONSTRUCTION

Concept

5/4/18
Alta Commercial Core



ALTA TOWN CORE PED IMPROVEMENTS

Pedestrian Connector / Stairway

- Description: Study a path from SR-210 to the Wildcat Base (tow-rope area)
- Benefits: Provide clear path/stairway, connect different elements of Alta, lessen foot traffic in Alta Lodge stairwell
- Considerations: Landowner (Alta Lodge or Alta Resort), existing uses (deliveries), interaction with parking, area needed for snow storage(?), ADA
- Source: Significant component of the Commercial Core Plan, included in the Commercial Core Active Transportation Implementation Plan, positive community feedback
- Next Steps: Engineering/design, coordination with Alta Ski Area and/or Alta Lodge





PEDESTRIAN CONNECTOR /
STAIRWAY

Pedestrian Connector / Stairway

Alternative A	Alternative B	Alternative C
Benefits: Closest to Wildcat Base, Close to current path, near Our Lady of Snows, not formalized parking	Benefits: Near transit, between potential center and Wildcat, closest to existing parking,	Benefits: Closest to potential community center, transit access, some current use
Impacts: Snow storage area, current road to Alta Lodge, Alta Lodge Tow Rope, USFS / Alta SUP	Impacts: Alta Lodge, parking, existing uses	Impacts: Coordination with ped improvements on south side, parking reduction, slope, USFS/Alta SUP



Bus Stop Improvements and/or Consolidation

- Description: Work to improve and potentially consolidate UTA bus stops.
- Benefits: Better waiting conditions for bus riders, faster travel time, coordinate with proposed Community Center, potential to improve safety
- Considerations: Less frequent stops could reduce ridership, safety could be reduced if more users have to walk farther, costs
- Source: Multiple projects have included the community center / improved transit concepts
- Next Steps: Coordinate with UTA, develop costs



Existing Bus Stops

Alta Lodge



Rustler



Snowpine





SNOWPINE LODGE
Stop ID #s: 178003 and 178004
3% of Alta Commercial Core's 2018/2019 Boarding and Alighting

RUSTLER LODGE
Stop ID #s: 178002 and 198406
6% of Alta Commercial Core's 2018/2019 Boarding and Alighting

ALBION BASE
Stop ID #: 178004
37% of Alta Commercial Core's 2018/2019 Boarding and Alighting

ALTA LODGE
Stop ID #s: 177009 and 177010
3% of Alta Commercial Core's 2018/2019 Boarding and Alighting

WILDCAT BASE / GOLD MINER'S
Stop ID #: 177008
51% of Alta Commercial Core's 2018/2019 Boarding and Alighting





SNOWPINE LODGE

Stop ID #s: 178003 and 178004

28% of Alta CC / SR-210 2018/2019 Boarding and Alighting

RUSTLER LODGE

Stop ID #s: 178002 and 198406

47% of Alta CC / SR-210 2018/2019 Boarding and Alighting

ALTA LODGE

Stop ID #s: 177009 and 177010

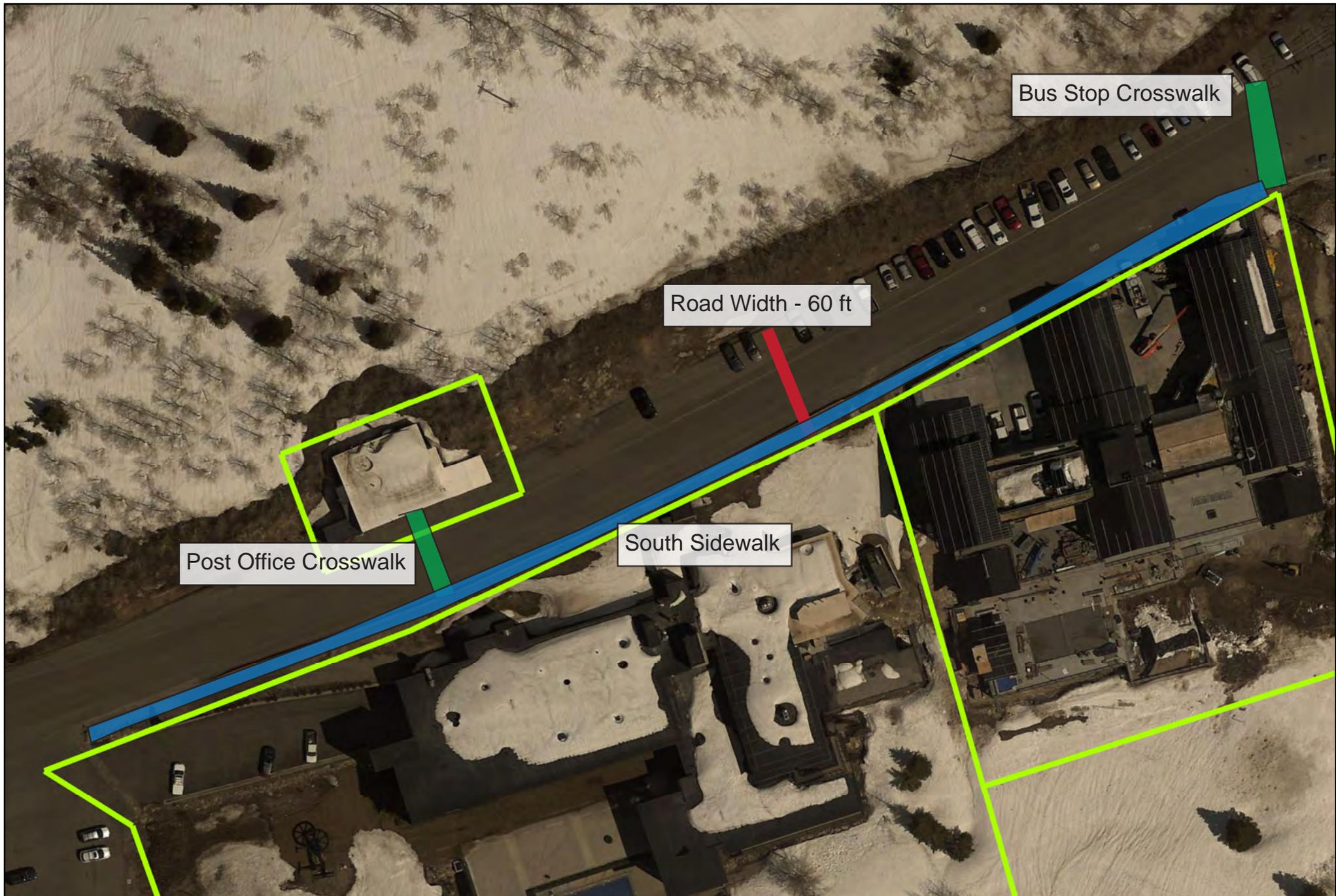
25% of Alta CC / SR-210 2018/2019 Boarding and Alighting



Eastern Sidewalk and Crosswalk

- Description: Look at ways to improve pedestrian conditions in the Eastern Core
- Benefits: Safety improvements, connect post office to areas east and west, connect the potential community center and/or transit center to Snowpine Lodge and Albion Base, mitigate increased auto-pedestrian conflicts due to increased activity along Snowpine frontage
- Considerations: UDOT right of way, snow storage /removal, potential parking impacts
- Source: Initial discussion with Town Council
- Next Steps: Coordination with UDOT and Land Owners





Bus Stop Crosswalk

Road Width - 60 ft

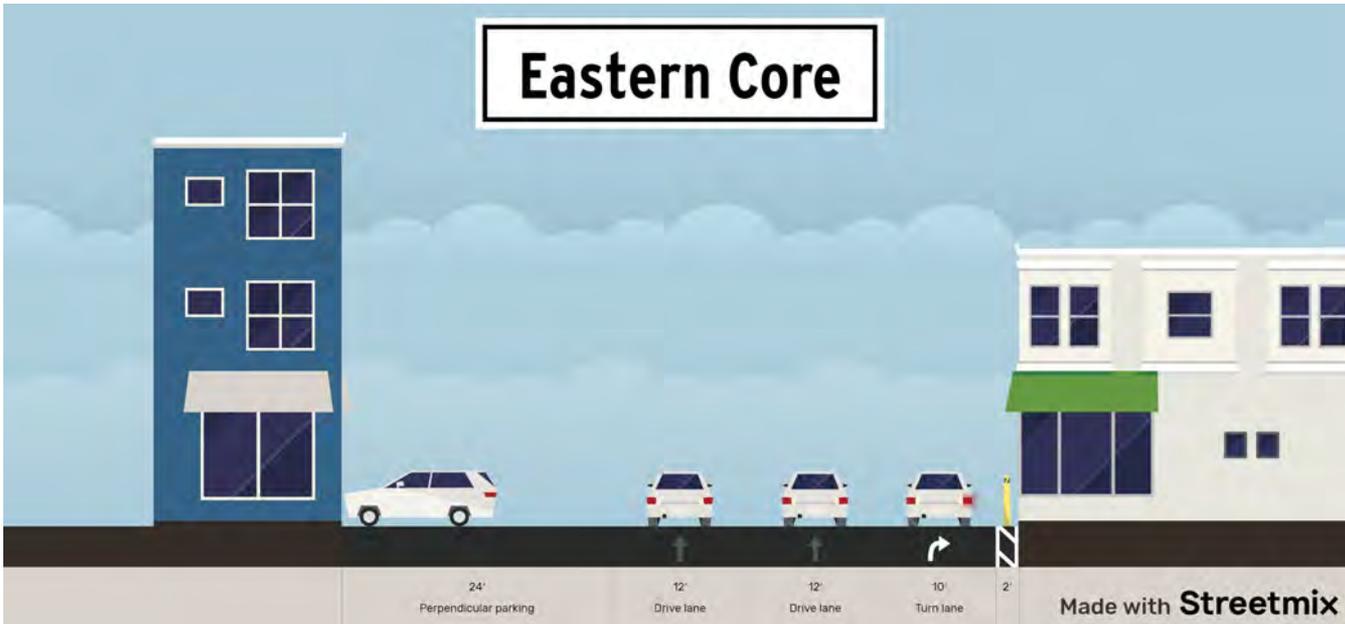
Post Office Crosswalk

South Sidewalk



EASTERN SIDEWALK AND CROSSWALK

Eastern Sidewalk and Crosswalk



Trailhead and Wayfinding

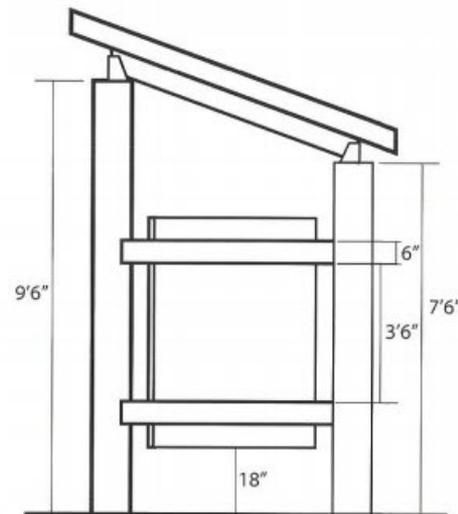
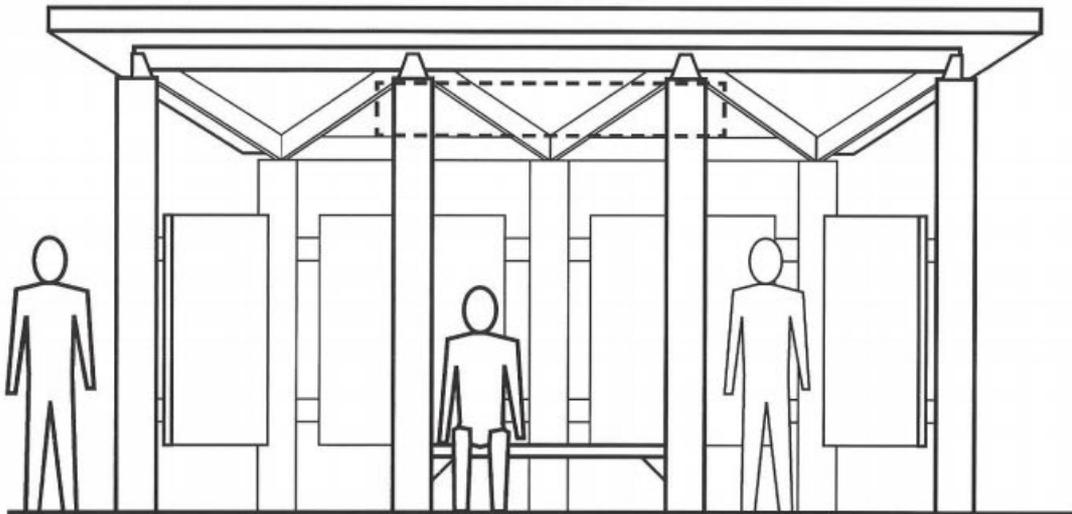
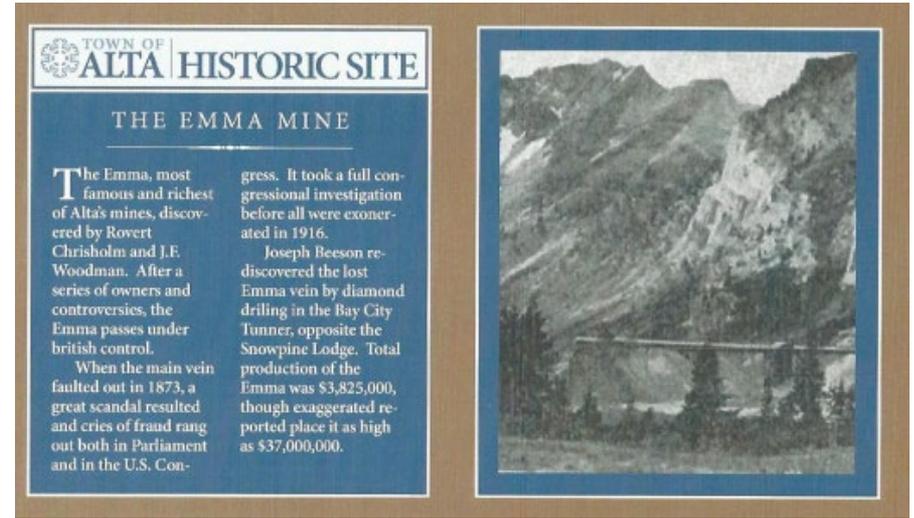
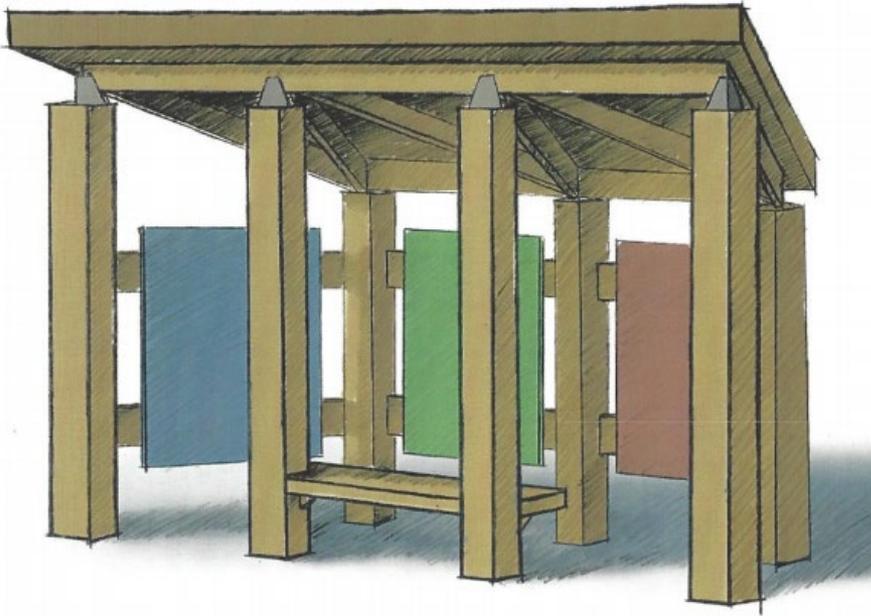
- Description: Advance current trailhead and wayfinding to include additional locations
- Benefits: Improve community feel, provide directions/information to backcountry skiers and hikers,
- Considerations: Potential for increased parking in summer, slope concerns
- Source: Town of Alta Signage Plan, Albion Basin Transportation Feasibility Study
- Next Steps: Review design alternatives, determine preferred locations, coordination with USFS regarding trailhead information, coordination UDOT regarding wayfinding



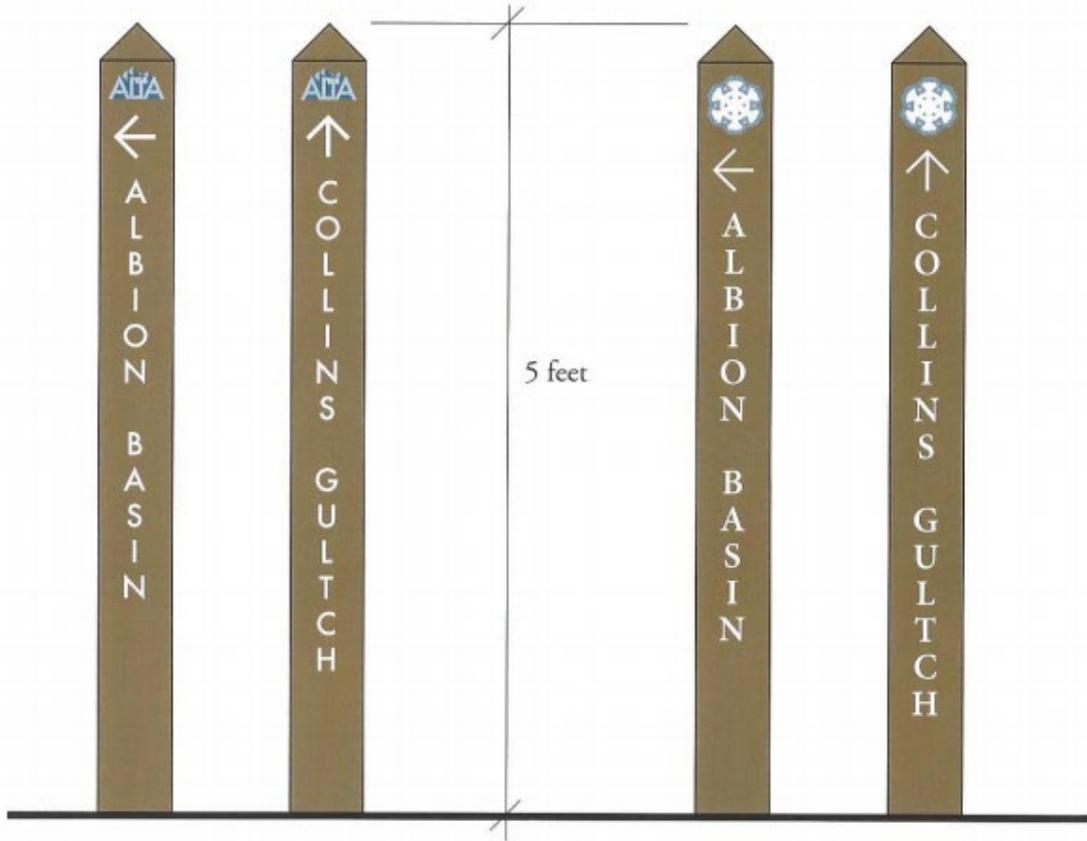


TRAILHEAD AND WAYFINDING

Trailhead and Wayfinding – Information Kiosks



Trailhead and Wayfinding – Small Scale



PEDESTRIAN WAYFINDING SIGNS:

Smaller Pedestrian Directional Signs would be used to provide directions on trails and at the points where trails and paths intersect roads. It is proposed that these be of simple design, perhaps following the wooden post approach illustrated. Where such signs will conflict with skiing and winter activities, they could be installed with mountings that would make them easily removable and stored during the winter.

Pedestrian wayfinding signs could be as simple as 6 x 6 wooden posts, with applied or etched letters. These examples show both the "contemporary" as well as the "traditional" logo. Space is too limited to use the "Where it all began" tag line.

