



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
May 20, 2021**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold its special City Council meeting at the Park City Library Community Room, 1255 Park Avenue, Park City, Utah, 84060 for the purposes and at the times as described below on Thursday, May 20, 2021.

STRATEGIC PLANNING RETREAT - 9:00 a.m.

I. ROLL CALL

II. ADMINISTRATIVE BUSINESS

9:00 a.m. - Administrative Overview

- Organizational Update
- PC Stat Overview
- Council Liaisons Selections
- Election Protocols for Elected Officials

[PC Stat Presentation](#)

[City Council Liaisons List](#)

III. PARK CITY VISION 2020

10:30 a.m. - Park City Vision 2020 Wrap Up

[Vision 2020 Report](#)

IV. LUNCH - 12:00 p.m.

V. FACILITATED DISCUSSION

12:45 p.m. - Transportation Innovation

[Transportation Innovation Accomplishments List](#)

[Transportation Innovation Infographic](#)

[Transportation Innovation Presentation](#)

VI. ADJOURNMENT

VII. BOARDS AND COMMISSIONS SOCIAL AT CITY PARK, SOUTH PAVILION - 5:00 p.m. - 6:30 p.m.

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals

needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4:00 p.m. to 9:00 p.m. Posted: See: www.parkcity.org

***Parking validations will be provided for Council meeting attendees that park in the China Bridge parking structure.**

Council Agenda Item Report

Meeting Date: May 20, 2021

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section:

Subject:

9:00 a.m. - Administrative Overview

- Organizational Update
- PC Stat Overview
- Council Liaisons Selections
- Election Protocols for Elected Officials

Suggested Action:

Attachments:

[PC Stat Presentation](#)

[City Council Liaisons List](#)

PC Stat

Data-Driven Action



PARK CITY

1884

4

Live Process



HISTORY OF PARKS & FACILITIES

Pearle Snyder was the first child born in Park City and was also the first child to die here. Impassable snow drifts blocked attempts to transport her to Salt Lake for burial. The Snyder Family buried her on their 40-acre property, which they later donated to the City to be used as a City Cemetery.

The stone pillars and wrought iron fence were installed in 1883 through community fundraising.

1879 Cemetery

The “City Grove” officially became City Park.

5 stone cooking hearths, 12 picnic tables, a restroom and parking area were established. Lastly, a cattle guard replaced the gate to keep wandering cattle from damaging the grass area.

1941 City Park

In 1977, the new Park City High School was built. 1982, Treasure Mountain Middle School Opened.

The original Park City High School Building (1255 Park Ave) was vacant, boarded up and consistently vandalized. The School Board started considering negotiations to sell the building and 4 acres of land for aprox \$3M.

1980s Library

City Facility and Parks development continues to grow with the Trash Compactor Building, Transit Center, Quinn's and Creekside Restrooms, Police Station, MARC, New China Bridge Parking Structure, Quinn's and Creekside Water Treatment Plant.

2000 and Beyond

1928 & 1936 Schools

In 1928, Park City High School opened at 1255 Park Avenue. The cost of construction was \$196,000. The Salt Lake Tribune described it as a “credit to the City”.

In 1936, The Marsac Elementary School opened to students after completing construction at a cost of \$108,000.

1980 City Hall

City offices were split between the Memorial Building (427 Main) and City Hall (528 Main). Additional area was needed.

The City considered an addition to City Hall (\$600-\$900k) and purchasing Marsac for aprox \$1M. The difficult negotiations for Marsac began.

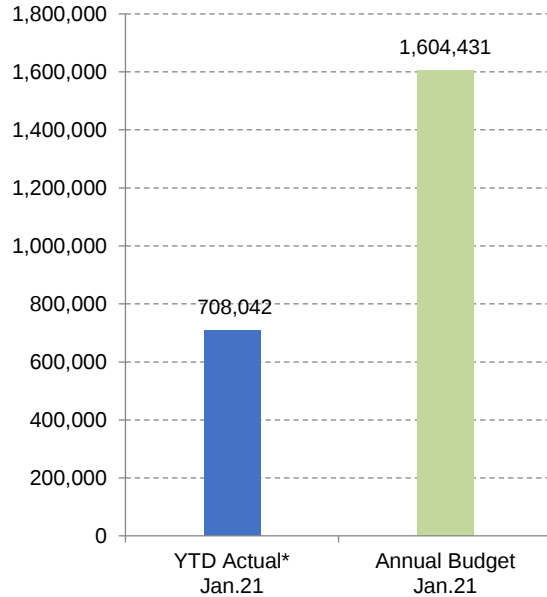
1980s-1990s

Park City's building inventory, parks and facilities saw substantial growth including the China Bridge Parking Structure, Bus Barn, Public Works, Rotary and Main Street Restrooms.

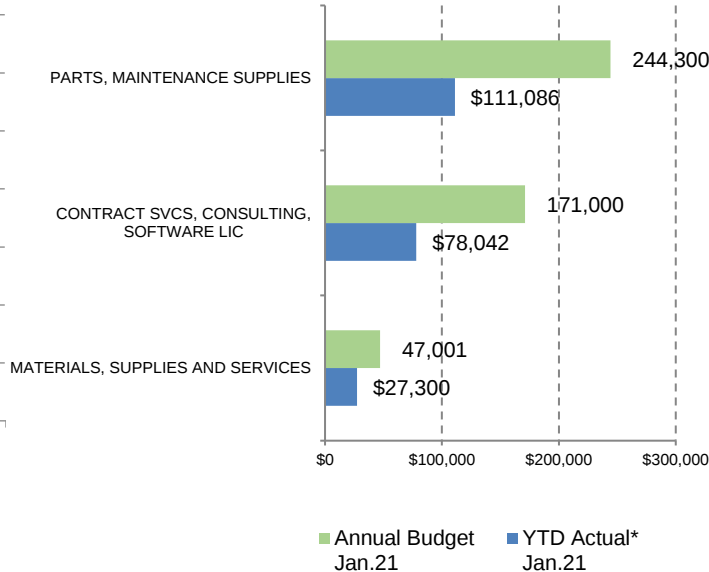
Expenses

Street Maintenance

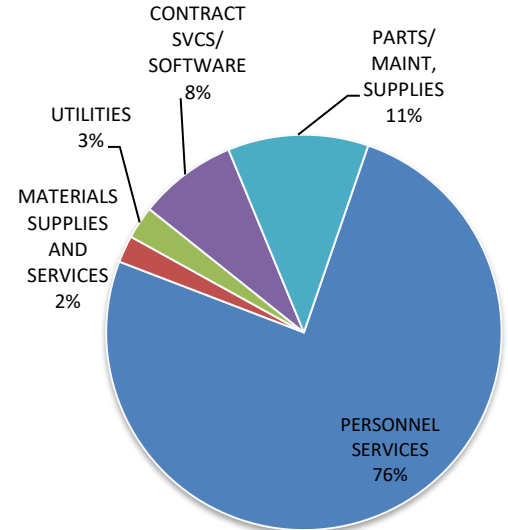
YTD Expenses vs. FY21 Budget



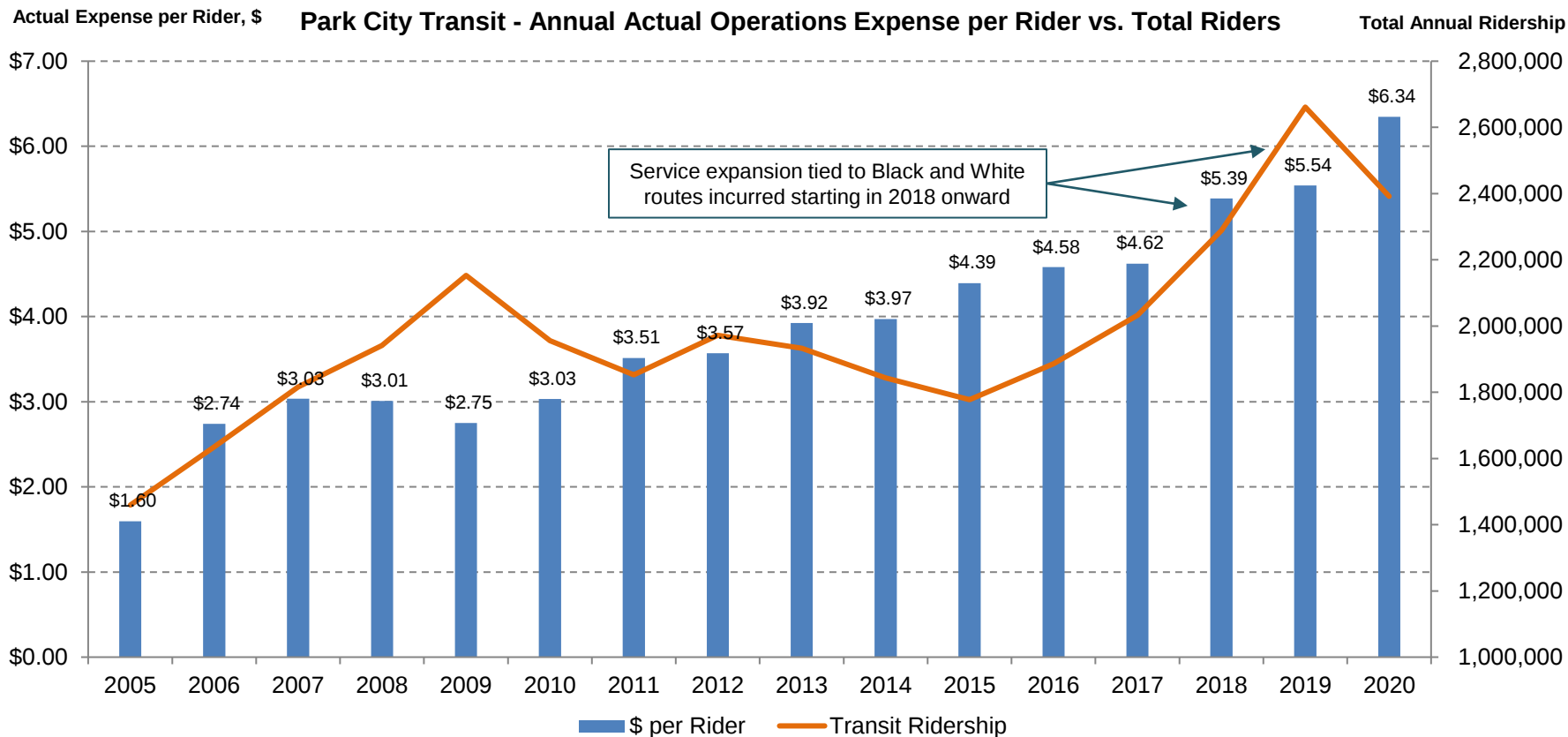
Additional YTD Expenses vs. FY21 Budget by Type



Budget Summary
Decomposition by Expense Type- FY 21



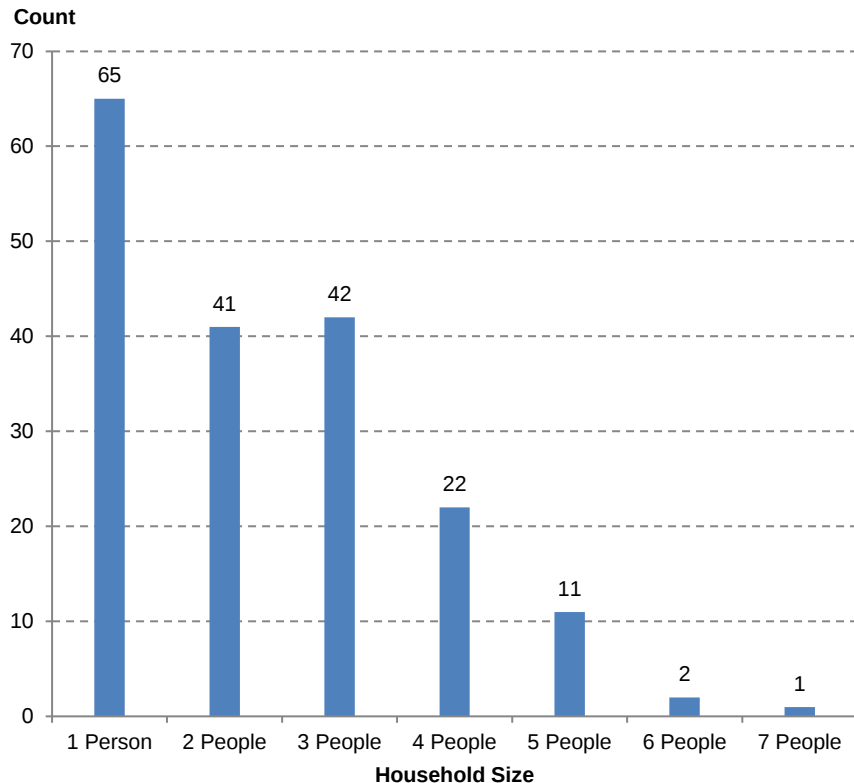
Transit Historic Operations Expenses



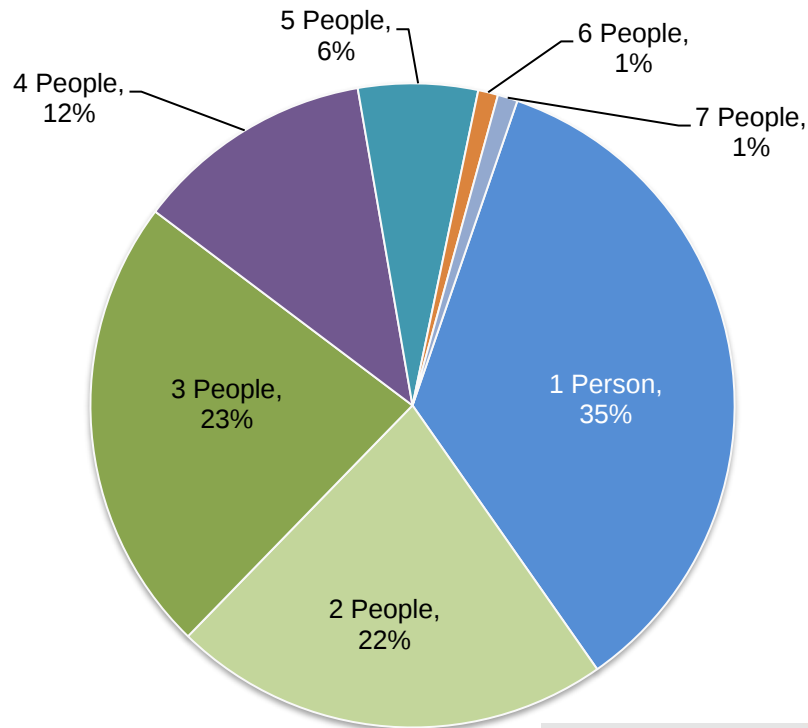
Source: Park City Municipal Corporation. As of March 31, 2021.

Affordable Housing Needs

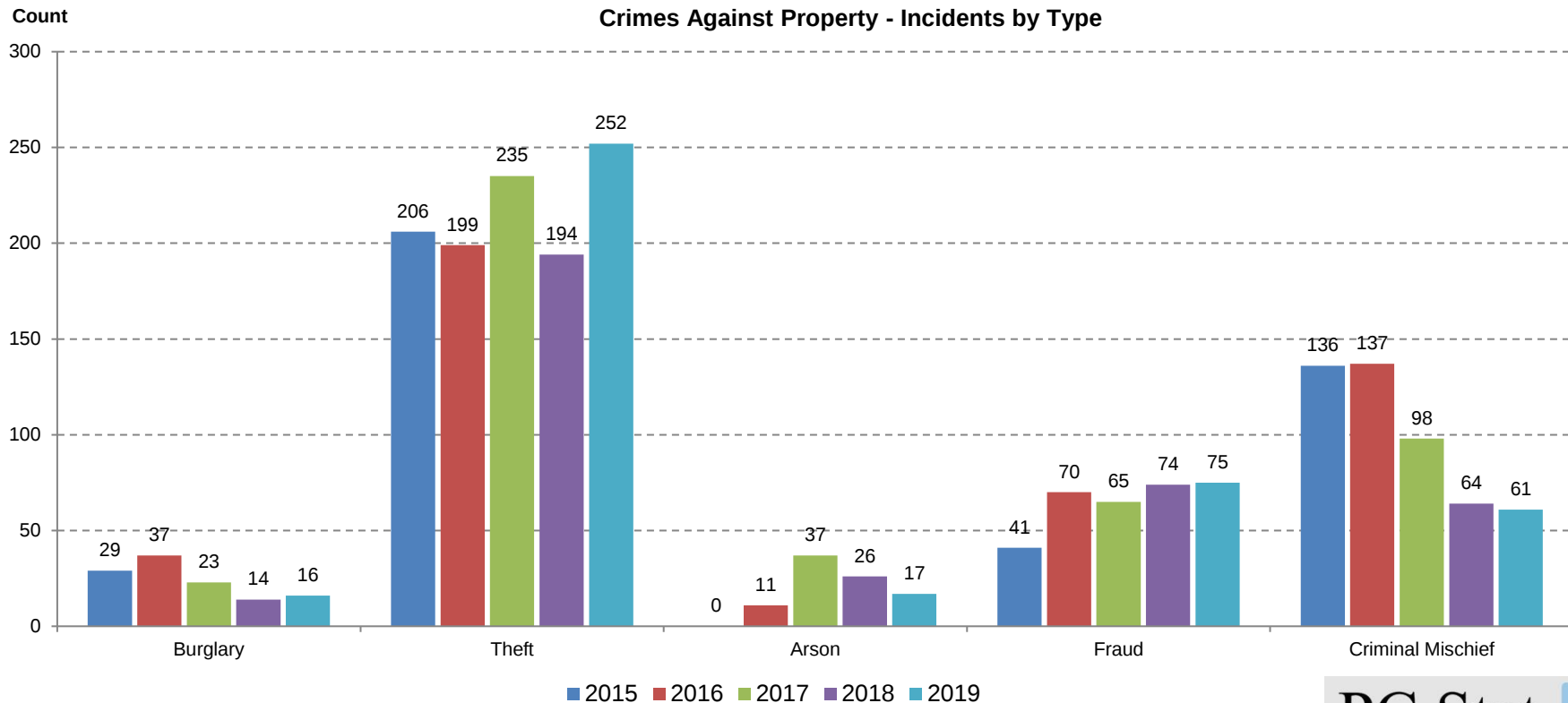
Number of Households by Household Size



Household Size Decomposition by %



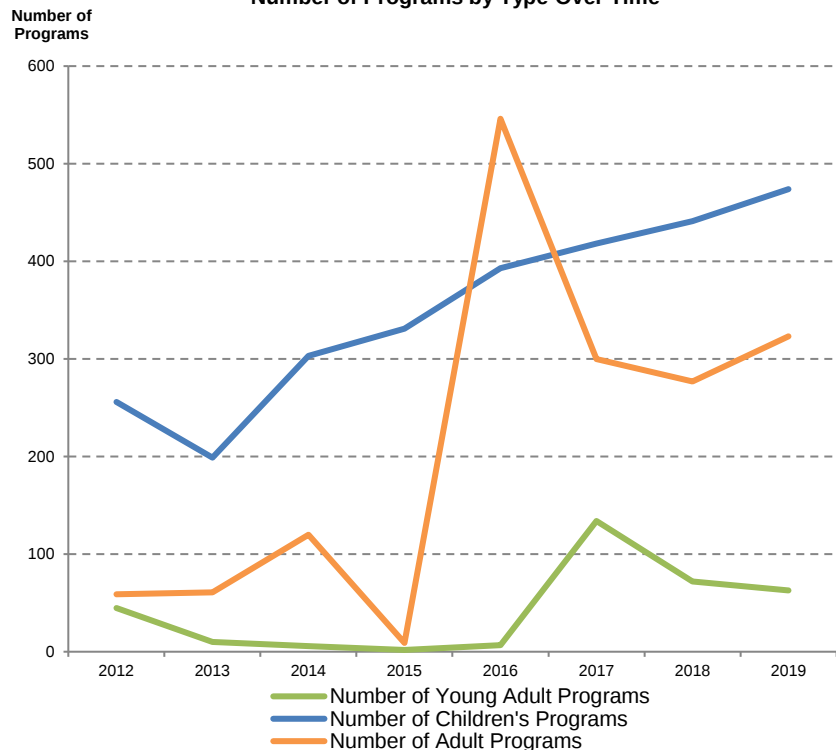
CRIME & ENFORCEMENT



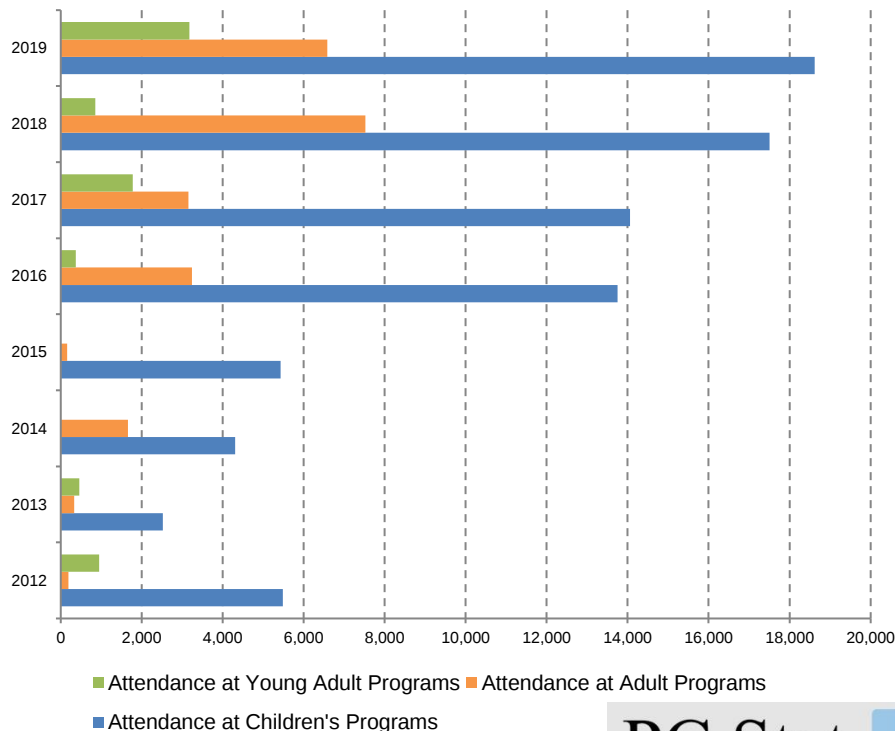
Source: Police- Park City Municipal Corporation. As of July 31, 2020.

LIBRARY PROGRAMS

Number of Programs by Type Over Time



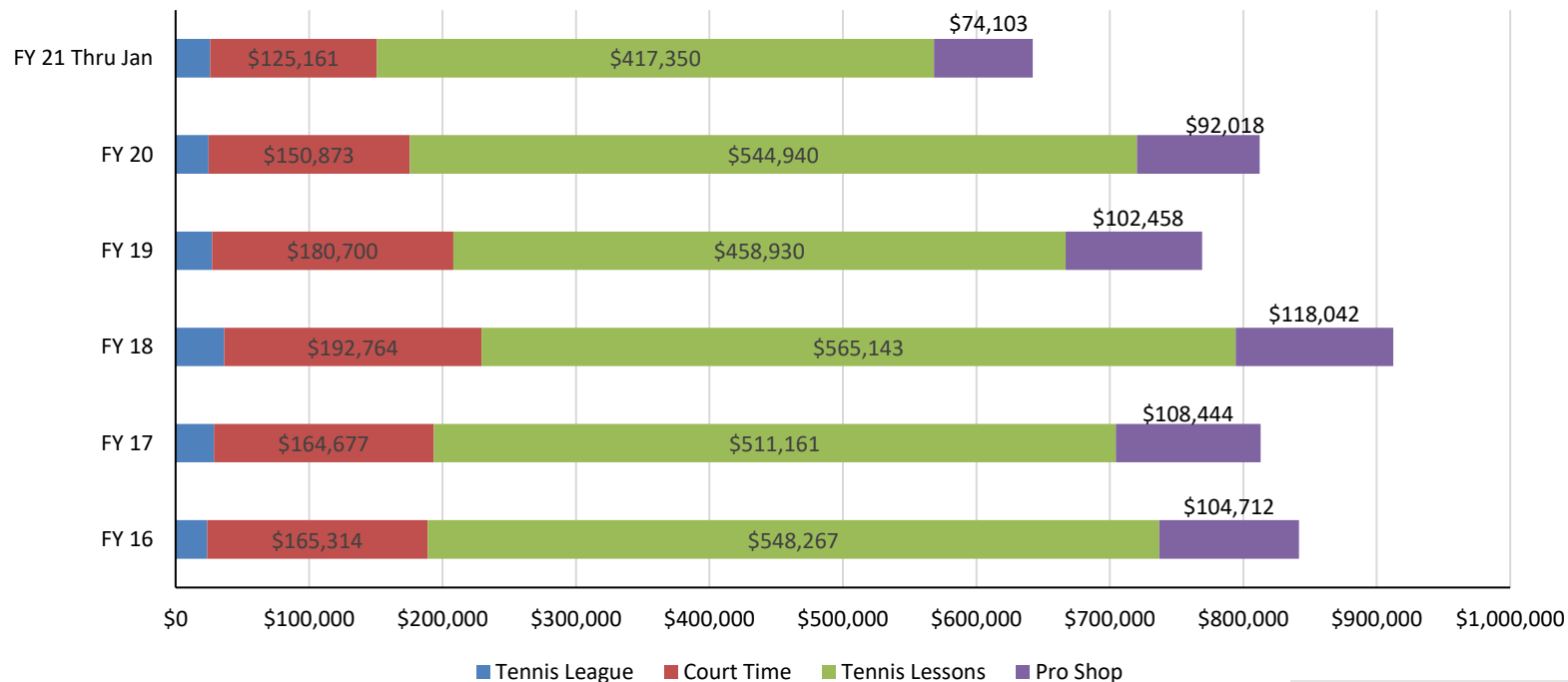
Attendance at Programs Over Time



Source: Library- Park City Municipal Corporation. As of July 31, 2020.

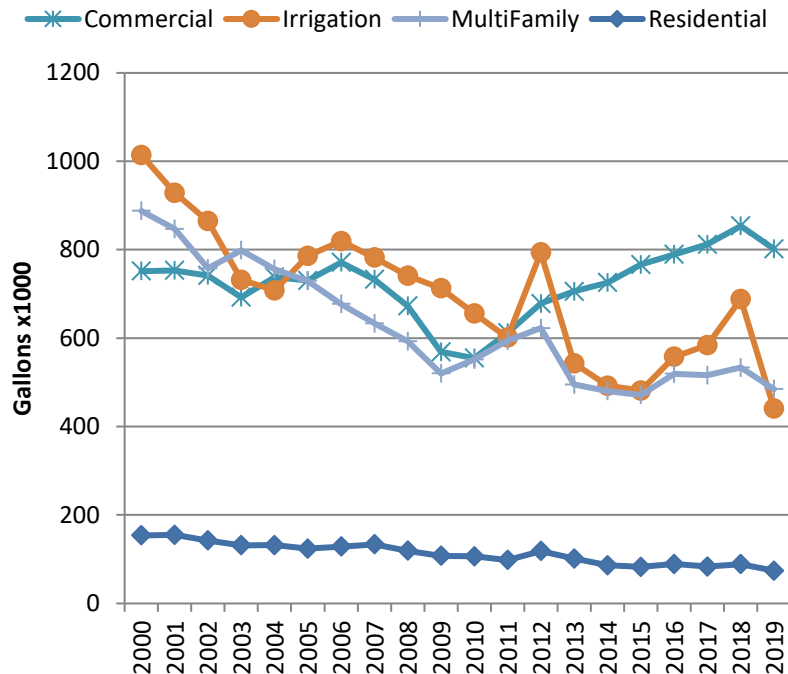
TENNIS REVENUE

YoY Tennis Revenue Decomposition



WATER USE

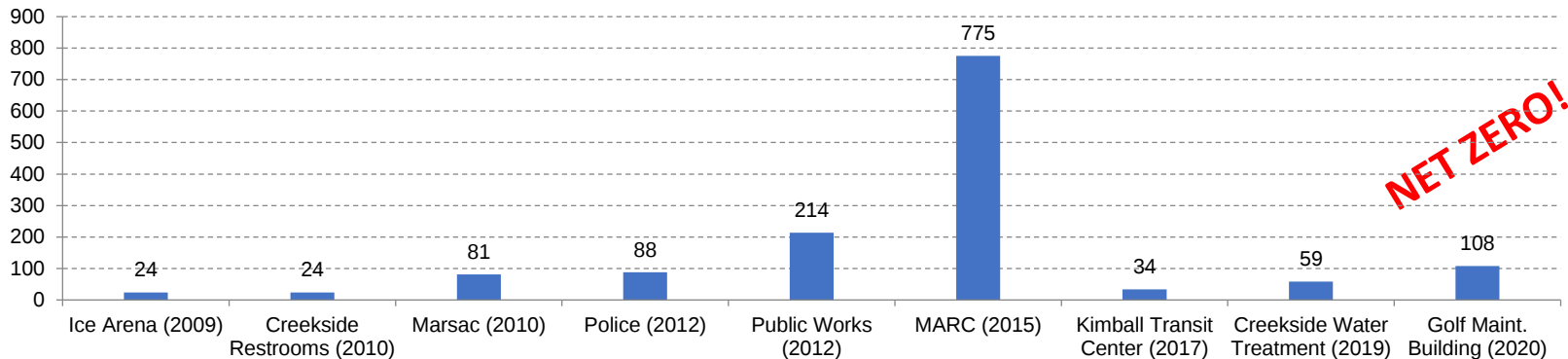
Gallons Per Account Per Year



Account Type	Percentage Change in Water Usage from the Year 2000	Number of Accounts in 2019
Commercial	7% Increase	371
Irrigation	57% Decrease	179
Multi-Family	45% Decrease	314
Residential	52% Decrease	4,512

PARK CITY'S SOLAR

City Facility Solar Panels



Main St. Sundays

Distributed more than

3,000

masks

Supported more than

50

Businesses expanding
to outdoor operations

Engaged more than

13

Non-profits who offered
programming on Main



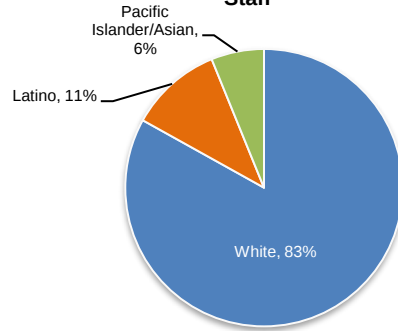
"I appreciate all of the efforts of the City and the HPCA to save my business this summer." - **Shirin Spangenberg, Escape Room Park City**

"I also want to thank each of you for your efforts to have CreatePC available to the local artists; especially House Forty Eight. You probably don't realize that you saved our company and enabled us to earn Ethan's education expenses for the coming year; for this we are eternally grateful. Thank you." - **Kevin Reynolds, jeweler/small business owner, House Forty Eight, October 2020**

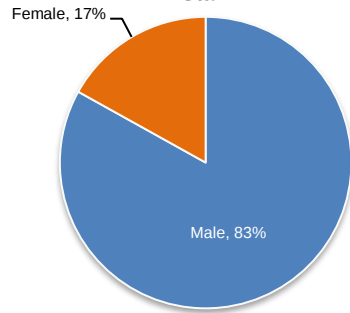


DIVERSITY

Staff Ethnic Diversity - % Composition of Total PD Staff



Staff Gender Diversity - % Composition of Total PD Staff



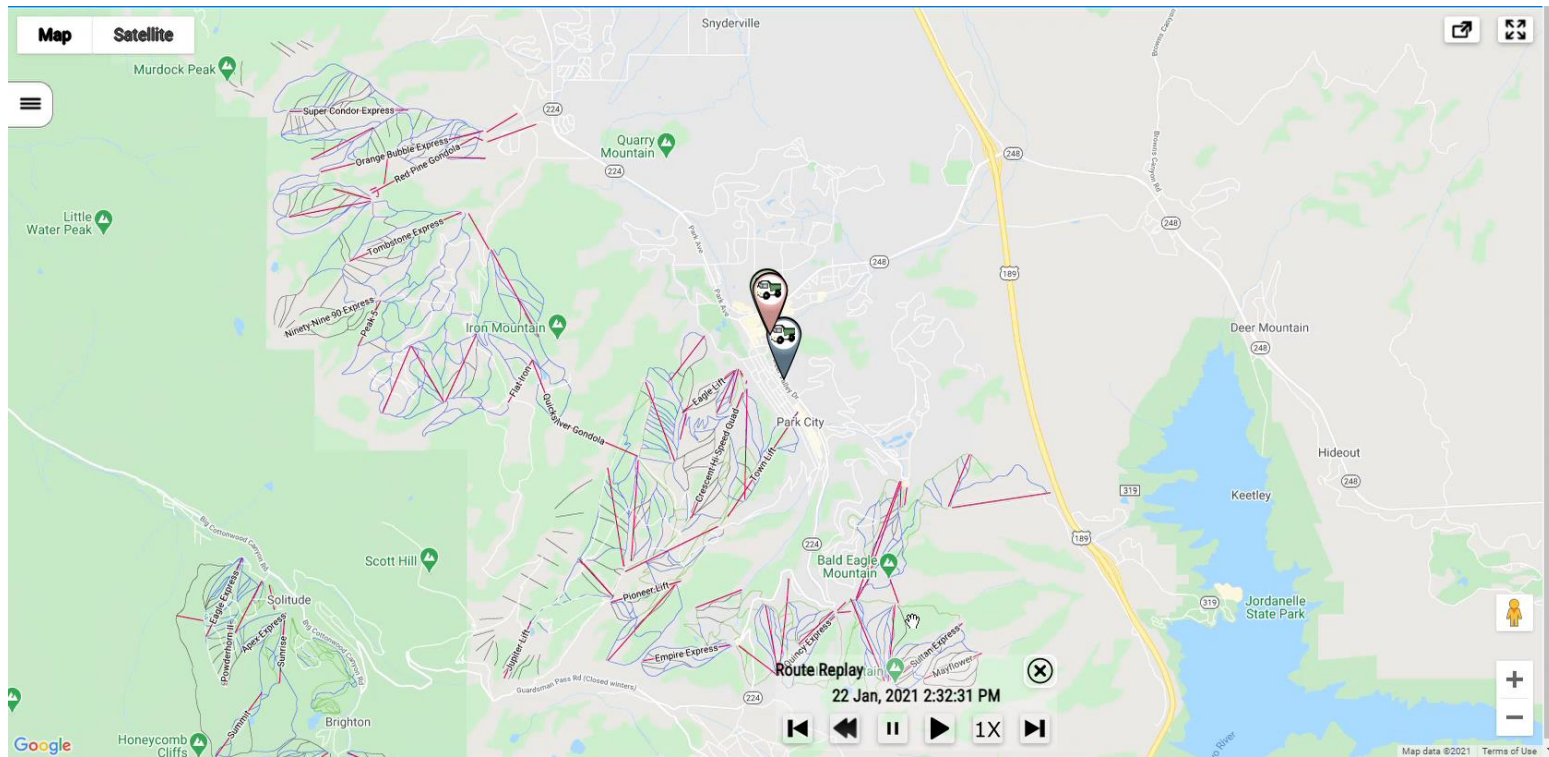
		Ethnic Diversity					Gender Diversity		
		White	Latino	Pacific Islander/Asian	Black	Total	Male	Female	Total
Officers	Count	27	4	2	0	33	29	4	33
	Percentage	82%	12%	6%	0%		88%	12%	
Reserves	Count	12	1	0	0	13	12	1	13
	Percentage	92%	8%	0%	0%		92%	8%	
Command	Count	3	1	1	0	5	5	0	5
	Percentage	60%	20%	20%	0%		100%	0%	
Sergeants	Count	5	0	1	0	6	6	0	6
	Percentage	83%	0%	17%	0%		100%	0%	
Non-sworn	Count	7	1	0	0	8	2	6	8
	Percentage	88%	13%	0%	0%		25%	75%	
All PD Staff	Count	54	7	4	0	65	54	11	65
	Percentage	83%	11%	6%	0%		83%	17%	
PC Census		79%	17%	2%	1%		53%	47%	
Difference from PC Census		4%	-6%	4%	-1%		30%	-30%	
Police National Average		71%	12%	3%	13%		85%	15%	
Difference from National Average		12%	-1%	3%	-13%		-2%	2%	

Managing Water Loss

- Biggest Tools
 - Breaking the City up into Zones.
 - Council Target for Water Loss
- Award Winning Effort
 - 2019 Smart Cities Award
 - 2019 Xylem Reach Award
 - 2020 American Water Works Association Article
- Effort Continues...

DMA Name	Target Loss (GPM)	Actual Loss (GPM)	Percentage Over/Under
Thaynes	81.4	209	257%
Old Town	75.7	185	244%
Park Meadows	190.9	391	205%
Deer Valley Lower	55.6	100	180%
Aerie	42.8	70	164%
Fairway Hills	51.4	61	119%
Deer Valley Upper	51.2	55	107%
Flagstaff	25.1	17	68%
Bald Eagle	22.5	10	45%
Oaks	27.9	10	36%
Sandstone Cove	5.7	2	35%
Iron Canyon	9.3	3	32%
Red Cloud Tank	7.9	2	25%
American Flag (Centennial)	12.2	3	25%
Red Cloud	5.3	1	19%
Mine Bench	2.5	0	0%
Below American Flag	7.3	0	0%
Daly	3.4	0	0%

Where's My Plow?

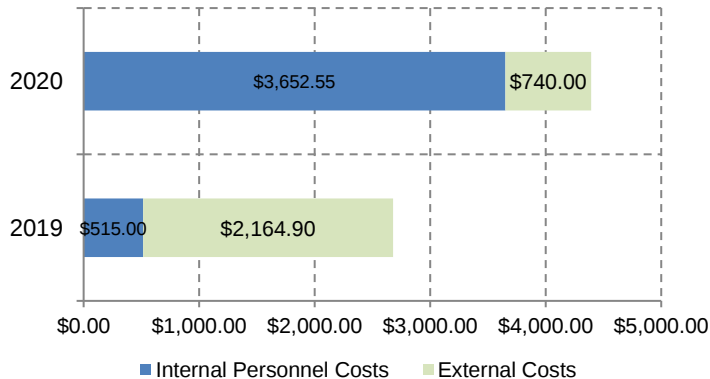


Source: Public Works- Park City Municipal Corporation. As of 2/16/2021.

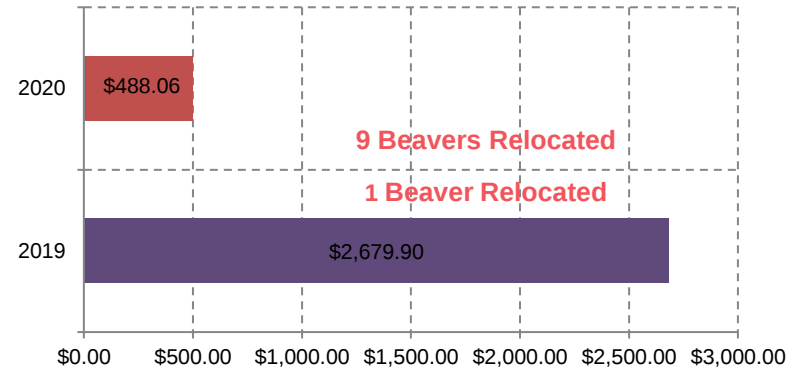
Beavers



Beaver Relocation Expenses



Average Cost per Relocation





ENTITY	Type	Primary or Co-Primary Liaison	Alternate	Staff
PCMC BOARD				
BOARD OF ADJUSTMENT (BOA)	Observing	"At will" attendance		Bruce Erickson
HISTORIC PRESERVATION BOARD	Observing	"At-will" attendance		Bruce Erickson
LIBRARY BOARD	Non-voting	Nann Worel	Max Doilney	Adriane Juarez
PLANNING COMMISSION	Observing	At will attendance		Bruce Erickson
PUBLIC ART ADVISORY BOARD (attend qtrly)	Non-voting	Nann Worel	Becca Gerber	Jenny Diersen
PCMC COMMITTEE				
CITIZENS OPEN SPACE ADVISORY COMMITTEE (COSAC) (attend qtrly)	Non-voting	Andy Beerman	Max Doilney	Heinrich Deters
FRIENDS OF THE FARM	Non-voting	Tim Henney		Minda Stockdale
POLICE COMPLAINT REVIEW COMMITTEE (PCRC)	Non-voting	Steve Joyce	Nann Worel	Michelle Downard, Wade Carpenter
SPECIAL SERVICES CONTRACT SUBCOMMITTEE	Voting	Becca Gerber / Steve Joyce		Jed Briggs; Heinrich Deters; Margaret Plane
RDA TAXING ENTITY COMMITTEE	Voting	Andy Beerman	Tim Henney	Matt Dias
RECREATION ADVISORY BOARD (RAB)	Non-voting	Max Doilney		Ken Fisher
LGBTQIA+ TASK FORCE	Non-voting	Tim Henney		Lynn Ware Peek
JOINT PC/SUMMIT COUNTY ORGANIZATION				
JOINT CITY/COUNTY ECONOMIC TASK FORCE	Non-voting	Steve Joyce/Becca Gerber		Jonathan Weidenhamer
JOINT TRANSPORTATION ADVISORY BOARD (JTAB)	N/A	Tim Henney/Steve Joyce	Max Doilney	Alfred Knotts
SENIOR CENTER / AGING ALLIANCE (attend qtrly)	Non-voting	Nann Worel	Steve Joyce	Jonathan Weidenhamer
SUMMIT COUNTY ORGANIZATION				
COUNCIL OF GOVERNMENTS (COG)	Voting	Andy Beerman	Steve Joyce	Matt Dias
PARK CITY FIRE SERVICE DISTRICT ADMINISTRATIVE CONTROL BOARD	Voting – 4 year term	Tim Henney	Andy Beerman	Fire Marshall
SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	Voting – 4 year term	Steve Joyce		Clint McAfee
SUMMIT COUNTY BOARD OF HEALTH	Non-voting	Nann Worel		Matt Dias
SUMMIT COUNTY SOLID WASTE PLANNING COMMITTEE	Non-voting	Tim Henney	Andy Beerman	Matt Dias
SUMMIT MOSQUITO ABATEMENT DISTRICT	Voting	Staff		Troy Daley
PARTNER AGENCY				
COLORADO ASSOCIATION OF SKI TOWNS (CAST)	Voting	Andy Beerman/Becca Gerber	Max Doilney	Matt Dias
ENVIRONMENTAL PROTECTION AGENCY (EPA)	N/A	Andy Beerman/Steve Joyce		Matt Dias
FEDERAL DELEGATION	N/A	Andy Beerman	Rotates depending on issue	Matt Dias
CENTRAL WASATCH COMMISSION	Voting	Andy Beerman		Matt Dias
MOUNTAINLANDS ASSOCIATION OF GOVERNMENTS (MAG)	Voting	Andy Beerman	Council	Matt Dias
2030 OLYPMIC BID	N/A	Andy Beerman	Max Doilney	Matt Dias
PARK CITY SCHOOL DISTRICT (PCSD)	Non-voting	Nann Worel	Max Doilney	Matt Dias
<i>TRANSPORTATION TECHNICAL COMMITTEE</i>	Non-voting	<i>Tim Henney</i>		<i>Julia Collins</i>
<i>SIZE OF SCHOOL AND CLASS SIZE</i>	Non-voting	<i>Max Doilney</i>		
<i>SCHOOL LOCATIONS</i>	Non-voting	<i>Becca Gerber</i>		<i>Heinrich Deters</i>
<i>TREASURE MOUNTAIN FUTURE USE</i>	Non-voting	<i>Nann Worel</i>		<i>JonathanWeidenhamer</i>
<i>KEARNS CAMPUS SITE DEVELOPMENT</i>	Non-voting	<i>Andy Beerman</i>		<i>JonathanWeidenhamer</i>
<i>GRADE ALIGNMENT</i>	Non-voting	<i>Steve Joyce</i>		
ROCKY MOUNTAIN POWER	Non-voting	Andy Beerman		Luke Cartin
UTAH LEAGUE OF CITIES AND TOWNS (ULCT); LEGISLATIVE POLICY COMMITTEE	Voting	Andy Beerman		Matt Dias
PUBLIC UTILITIES	Non-voting	Steve Joyce		Clint McAfee; Tom Daley

<u>ENTITY</u>	<u>Type</u>	<u>Primary or Co-Primary Liaison</u>	<u>Alternate</u>	<u>Staff</u>
NON-PROFIT				
ARTS & CULTURE DISTRICT Liaison	Non-voting	Nann Worel	Andy Beerman	Jenny Diersen
COMMUNITIES THAT CARE	Non-voting	Nann Worel		?
EARLY CHILDHOOD ALLIANCE	Non-voting	Nann Worel		
HABITAT FOR HUMANITY	Non-voting	Nann Worel		
HISTORIC PARK CITY Alliance (HPCA)	Non-voting	Becca Gerber	Steve Joyce	Jonathan Weidenhamer
MENTAL WELLNESS ALLIANCE (Exec - NW)	Non-voting	Nann Worel		Matt Dias
MOUNTAIN MEDIATION	Non-voting	Nann Worel		Mark Harrington
MOUNTAINLANDS COMMUNITY HOUSING TRUST	Non-voting	Tim Henney	Becca Gerber	Jason Glidden
NATIONAL ABILITY CENTER	Non-voting	Nann Worel		
PARK CITY AREA LODGING ASSOCIATION	Non-voting	Max Doilney	Becca Gerber	Jonathan Weidenhamer
PARK CITY CHAMBER/BUREAU BOARD OF DIRECTORS	Non-voting	Max Doilney	Tim Henney	Matt Dias
PARK CITY HISTORICAL SOCIETY	Non-voting	Nann Worel	Tim Henney	Caitlyn Barhorst
PARK SILLY SUNDAY MARKET	Non-voting	Steve Joyce	Max Doilney	Jenny Diersen
PC TOTS	Non-voting	Nann Worel		
PC UNIDOS	Non-voting	Staff - spanish speaking	Andy Beerman	
PEACE HOUSE	Non-voting	Nann Worel		Rhoda Stauffer
PROSPECTOR SQUARE	Non-voting	Steve Joyce	Nann Worel	Matt Dias; Jonathan Weidenhamer
RECYCLE UTAH	Non-voting	Becca Gerber	Max Doilney	Luke Cartin
REGIONAL TRAILS GROUP / MOUNTAIN TRAILS	Non-voting	Andy Beerman		Heinrich Deters
SKI UTAH	Voting	Steve Joyce	Becca Gerber	Matt Dias
SUMMIT LANDS CONSERVANCY	Non-voting	Tim Henney	Andy Beerman	Heinrich Deters

Council Agenda Item Report

Meeting Date: May 20, 2021

Submitted by: Penny Frates

Submitting Department: Budget, Debt & Grants

Item Type: Staff Report

Agenda Section:

Subject:

10:30 a.m. - Park City Vision 2020 Wrap Up

Suggested Action:

Attachments:

[Vision 2020 Report](#)

City Council Staff Report



Subject: Park City Vision 2020 Final Report; Community Pillars Concept
Authors: Linda Jager - Community Engagement Manager
Jed Briggs – Budget & Strategic Planning Director
Departments: Community Engagement; Budget, Debt and Grants
Date: May 20 – 21, 2021
Type of Item: Council Retreat

Summary

To complete the Park City Vision 2020 project, staff requests the Council review and adopt the [Park City Vision Final Report](#), and review and consider the proposed [Park City Community Pillars](#) graphic and messaging to be used moving forward. The proposed graphic and messaging attempts to follow previous Council discussions to consider consolidating and simplifying the Pillar concepts down to four concentrated categories.

Staff believes the previous consolidation of Critical Priorities (down to 2 and then increased to 4 by previous Councils) provided clarity to community members, stakeholders, and staff with regard to organizational focus and prioritization.

Background

Since the late 1980s, Park City has led several community visioning initiatives to invite community members to lay out their vision for Park City's future. A key objective of visioning is to help articulate community elements that, if lost, would fundamentally change the character of Park City. The goal is to outline a vision from the Park City community that can help guide decisions and achieve results over the next 10 years.

The previous visioning process, conducted in 2009, concluded that the Park City community wanted to 'Keep Park City, Park City'. The participants also defined four community values: Sense of Community, Natural Setting, Small Town, and Historic Character, which were incorporated into the City's general and strategic planning structure.

The City's last vision sought to retain the unique mountain town appeal despite significant pressure from development and growth, balance the interests of residents and tourism, and push back against affordability pressures while also investing in transportation solutions. One result was that the Council adopted four Critical Community Priorities in 2017: Transportation, Energy, Housing, and Social Equity. These priorities were defined by the mantra, "If we don't get these right, it could have a significant negative impact on our community."

In 2020, Council requested a new visioning process looking ahead to 2030 to determine the aspirations and challenges the City will face over the next decade. Working with [Future iQ](#), the community completed an 8-month Park City Vision 2020 project that engaged over 1,700 residents and stakeholders. The Park City Vision 2020 Final Report is the last step in the process. It represents Future iQ's summary of the engagement outcomes, a preferred future path, and strategic actions drawn from community input.

During City Council's annual 2020 retreat, we reviewed the Vision 2020 data, Strategic Pillars, and recommended action items. Council also combined the 'Regional Synergy' Strategic Pillar into the other Strategic Pillars, given the numerous areas of overlap and interplay.

The Strategic Pillars:

- **Affordability and Equity** - Cultivating and engaging on inclusive and diverse community, while working to address disparities;
- **Environmental Leadership** - Protect, embrace and support our natural world and local ecosystems, so we can all thrive;
- **Sustainable Tourism** - Create a harmonious balance between residents' quality of life, and the tourism industry success and impact;
- **Art, Culture and Local Economy** - Fostering economic diversity through arts, culture and local entrepreneurship; and
- **Transportation Innovation** - Envisioning bold, multi-modal transportation solutions.

In March 2020, the COVID-19 pandemic hit Park City, and, except for essential services, Park City shut down to comply with stay-at-home health orders to slow the spread of COVID-19. Adopting the Vision 2020 Final Report was deprioritized to enable Council and staff to focus on the health, social, and economic impact of COVID-19.

In [September 2020](#), Staff returned to Council hoping to adopt the Park City Vision 2020 Final Report. The public work session provided an extra opportunity to reflect and share feedback about the Vision 2020 process and outcomes. During that meeting, Council requested creating a strategic communication plan and messaging graphic to marry the existing Critical Community Priorities with the Vision 2020 Strategic Pillars.

[Soul Story Creative](#) was engaged to develop strategic messaging and graphics that articulate the Vision 2020 Strategic Pillars, and previously identified Community Critical Priorities and Community Values: [Park City Community Pillars](#) (Exhibit C). The project sought to incorporate:

- Who we are - Park City is an inclusive community that Embraces Bold Action; and
- What we stand for - Four Community Pillars

Soul Story's recommended concept includes four community pillars to mirror the effectiveness of the previous consolidation to 4 Critical Community Priorities:

- **Social Equity & Affordability** – Cultivating and engaging an inclusive and diverse community, while working to address disparities;
- **Environmental Leadership** – Protect, embrace and support our natural world and local ecosystems, so we can all thrive;
- **Authentic Local Culture** – Fostering economic diversity through arts, culture, and local entrepreneurship, and create a balance between resident and visitor quality of experience; and
- **Transportation Innovation** - Envisioning bold, multi-modal transportation solutions.

Soul Story recommends folding 'Sustainable Tourism' into a pillar entitled 'Authentic Local Culture.' The concepts of sustainable tourism or creating a balance between residential quality of life and tourist impacts are still a focus of the new and more inclusive Pillar. This would also embody the 'Keep Park City, Park City' sentiment that remains strong in the community.

Coincidentally, the four Community Pillars also form a recognizable acronym; S.E.A.T. Soul Story suggests the following concept for your consideration – PC is "*Where Everyone Has a SEAT at*

the Table,” to help the community identify and remember the individual Pillars and demonstrate our focus on inclusivity and balance. They believe the acronym is welcoming and authentic to a town that prides itself on local culture, community, and citizen-led decision making. In addition, staff has conducted stakeholder outreach recently to prepare for the Retreat. With some consistency, the words “Bold” and “Action” can be viewed by some as too aggressive or moving too fast. To counter this, Soul Story believes the use of “SEAT at the table” creates both a sense of stability and inclusiveness, yet also reflects a strong community desire for proactive planning, process, and project delivery.

Staff recommends Council review adopt the Vision 2020 Final Report, and seeks direction on the following:

- Review and confirm the consolidation of Vision 2020 Community Pillars – or provide alternatives;
- Provide feedback on Soul Story’s Pillar messaging graphics and associated materials; and
- Create a task force for each Pillar and assign a Council Liaison to provide leadership and oversight.
 - o Each Council member would work with a small group of residents, stakeholders, partners, and professionals to review plans, initiatives, projects, and programs; work with the Community Engagement Team to conduct neighborhood outreach in our pursuit of the Pillars.

Once a Vision is adopted by an organization, its necessary to work on implementation, communication, and progress measurement. Staff proposes to:

- Create Task Forces with Council support and leadership;
- provide routine progress updates and create a Community Pillars website to track Task Force progress;
- Include infographics across multiple social media platforms and at neighborhood meetings;
- Create Pillar-in-Action progress videos;
- Provide quarterly Pillar reports to City Council;
- PC Stat meetings internally focused on Pillars;
- PC Stat neighborhood meetings; and
- Update PCMC’s budgeting for outcomes process to score budget requests under the lens of the Pillars.

Exhibits:

A: City Council Reports

- [September 22, 2020 Park City Vision 2020 Project Update](#)
- [November 19, 2020 Vision 2020 Update](#)
- [December 17, 2020 Vision 2020 Update](#)

B: [Park City Vision 2020 Final Report](#)

C: [Park City Community Pillars/Embracing Bold Action](#)

D: [Park City Community Visioning & Strategic Planning Roadmap](#)

E: [Visioning Communication Recommendations](#)

Council Agenda Item Report

Meeting Date: May 20, 2021

Submitted by: Sarah Pearce

Submitting Department: Executive

Item Type: Staff Report

Agenda Section:

Subject:

12:45 p.m. - Transportation Innovation

Suggested Action:

Attachments:

[Transportation Innovation Accomplishments List](#)

[Transportation Innovation Infographic](#)

[Transportation Innovation Presentation](#)



TRANSPORTATION INNOVATION

Envisioning bold, multi-modal transportation solutions

Goals

- **Transportation Solutions** - Explore feasibility of alternative transportation solutions to enhance links between key Park City destinations, neighborhoods, and help mitigate peak demand.
- **Multi-modal Systems** - Continue to build out a comprehensive network of connected multi-modal transit corridors and pathways; add active transportation solutions that link key parts of the community and enhance safety.
- **Car-optional** – Improve infrastructure to increase a ‘car-optional’ lifestyle and introduce incentives and disincentives for access and parking to help build momentum. Transition key nodes to be pedestrian oriented and largely car-optional.

Plan, Build, Maintain, Operate

Transportation Planning, Engineering, Public Works, Trails, Parking, and Transit are working collaboratively to achieve transportation innovation goals. We simultaneously build, maintain, operate, and plan for future capital projects that benefit our residents and neighborhoods as much as they do our visitors and major arterials.

2020-21 Accomplishments

We Built:

We work to ensure that the transportation system is not only bold but safe, buildable, maintainable, and conforms to Park City’s unique geography.

- Completed the net-zero tunnel across SR 248 at Park City High School, providing improved pedestrian safety and traffic flow on 248
- Completed the Park City Heights boardwalk and path providing connection to Round Valley trail system
- Completed the 4th Street painted pedestrian path improving walkability and pedestrian safety in the Main Street corridor

- Turned 5th Street into a one-way street to improve traffic flow
- Installed new stairs on 6th Street to connect Main Street to Treasure Hill open space
- Installed striping and planters on Hillside and Daly to slow cars and provide pedestrian safety
- Installed planters and signage at the top of Main Street and additional striping to deter traffic from entering residential areas
- Upgraded parking payment technology to be more user friendly and provide for better data collection
- Park Avenue Restriping Pilot Project to improve active transportation options in the corridor.
- Collaborated with UDOT & PCPD on a pilot project to lower speeds on SR 224 to protect wildlife
- Completed Prospector Lot F&G Rail Trail Connector
- Richardson Flat/Rail Trail Crosswalk signal – add a rectangular rapid flashing beacon safety signal at Rail Trail crossing to alert roadway users of pedestrian and cyclists crossing
- Completed transit dispatch area in the Traffic Operations Center (TOC) to enhance connections between transit operations and road condition information to collaborate with emergency response

We Maintained:

Annual maintenance is a critical component in achieving our Transportation Innovation goals. We must protect our investments, ensure user safety and keep our roadways and walk paths in good condition.

Pavement Management is an important aspect of our overall maintenance program. It maximizes pavement life while minimizing road maintenance and reconstruction costs of streets, sidewalks, and bike paths. The benefit of this practice is to extend pavement life and reduce the overall life cycle cost.

Each year we strive to apply 30 tons of Crack Seal, 85,000 Square Yards of Slurry Seal, and 5,000 Tons of Pavement overlays as part of our program.

In 2020, the economic downturn coupled with bidding the project in March provided very competitive bids allowing us to place over 7,000 tons of asphalt and over 109,000 square yards of slurry seal.

- Street treatments
 - o 30 tons of crack seal applied to various streets
 - o 109,000 Square yards of slurry seal, totaling 7.5 lane miles
 - o 7,210 tons of Hot mix asphalt totaling 6 lane miles applied to:
 - Centennial Circle–Royal Street to End
 - Stanford Court--Centennial Circle to end cul-de-sac
 - Supreme Court--Centennial Circle to end cul-de-sac

- Deer Valley Drive--roundabout to Stone Bridge and Stone Bridge through Snow Park Lodge
 - Woodside Avenue--King Road to Park Avenue
 - Swede Alley-Deer Valley Drive to Main Street
 - Lower Swede Alley parking lot--5th Street to 6th Street
 - MARC parking lot
- Sidewalks and bike path pavement treatments
 - Installed 3 tons of crack seal applied to paths
 - 14,228 Square yards of slurry seal, totaling 2.8 path miles
 - Trip hazard removal from 176 sections of sidewalk
- Snow Removal – Public Works manages a prioritized system for snow removal considering major roadways, neighborhood connections, and sidewalks
 - o Major Roadways – collaborate with UDOT and Summit County on SR 224 and SR 248
 - o Streets
 - 130 Lane miles of streets
 - 98 Cul-de-sacs and dead-end streets
 - 30 Parking lots
 - 1,500-2,500 miles of street plowed in a typical 24 hour period
 - o Sidewalks and Paths
 - 18 miles of plowed sidewalk
 - 26 flights of old town stairs
 - 14 facilities shoveled daily, plus artificial field and tennis bubble
 - 109 miles of sidewalks and pathways plowed during a typical storm day
- Cleaned and repainted the China Bridge parking garage interior
- Rail Trail Maintenance budget added to CIP as an ongoing expense to ensure adequate upkeep
- Pathway wayfinding system maintenance – maintain and enhance wayfinding signage. Implementing an annual wayfinding and safety enhancement evaluation and upgrading.

We Operated:

Park City Municipal staff strive to provide innovative, efficient, and accessible transportation programs prioritizing customer service and safety.

- Continued and enhanced Peak Day Traffic Management
 - o Added 4 Variable Messaging Signs (VMS) to send transportation-related messages to drivers coming into Park City

- o Collaborated on overflow parking strategies at ski resorts - shuttle for PCMR and overflow on-street parking for Deer Valley
 - o Implemented education strategies to encourage zipper merging on SR 248
- Successfully managed the Main Street Drop, Load & Staging (DLS) program
- Followed strict COVID protocols to ensure transit rider safety, including disinfecting buses regularly and managing physical distancing strategies for riders and drivers
- Managed several Transportation Demand Management (TDM) programs that incentivize carpooling, transit, biking, and walking
- Installed bike racks at Old Town Transit Center
- Suspended paid parking to mitigate COVID effects on Main Street businesses
- Procured and implemented new Transit driver scheduling and route efficiency software providing improved data quality and dispatching functions for operations.
- Created Car-free Sundays on Main Street
- Made all parking permits virtual (license plate-based), allowing customers to apply for a permit virtually without needing to obtain or display a physical permit.
- Launched the Park Avenue residential permit program in tandem with the new striping plan from the Streets Department

We Planned:

The various planning processes currently underway are necessary to make smart and bold changes to the community's transportation system.

We are updating our plans to translate bold action into concrete capital and infrastructure projects. These plans will include robust community engagement and provide a cohesive blueprint to organize and prioritize transportation projects over the next ten years.

Taking a holistic view of neighborhoods and destinations, we:

- Relunched Long Range Transportation Plan, Park City Forward
- Launched Short Range Transit Plan – reimagining our transit system for the next 1-5 years, looking at innovative solutions (microtransit/on-demand, aerial, transit to trails, and neighborhood connections)
- Launched Active Transportation Plan – focusing on traffic calming, walkability, bikeability, and connecting major destinations and neighborhoods with paths
- Launched People-first Streets program — empowering Park City residents to reimagine their streets
- Planned Park City Transit system separation from Summit County - recognizing the growing need for transit service to extend further throughout the county.
- Coordinated with UDOT to incorporate additional walkability improvements to SR 248 during the 2021 UDOT project to add westbound shoulder-running transit lanes and pedestrian safety improvements
- Finalizing construction documents for Quinn's Park & Ride. Construction to begin in 2021

- Conducted a feasibility study on aerial transit
- Purchased 14 new electric buses (a \$14M value for less than \$2M) using various funding sources, including federal grants and a donation from Rocky Mountain Power
- Designed new Park Ave bus stops and standardized bus shelter designs
- Advanced design and Federal environmental planning of SR 224 Bus Rapid Transit (express service through dedicated transit lanes) in collaboration with Summit County
- Continued extensive planning work with PEG on Park City Mountain base area development, furthering transit-first goals and pedestrian accessibility around the site
- Studied various alternatives to reduce congestion and prioritize transit at the SR 224 and Empire Avenue intersection
- Began analysis and planning for Deer Valley base development to ensure transit is a priority and active transportation is included in the overall design
- Performed extensive planning work and design recommendations on walkability and transit service for the Arts & Culture District
- Proposed programming for remaining Walkability Bond funding
- Designed the Richardson Flat Road Rail Trail crossing beacon
- Based on the completion of the Bus Stop Accessibility Study, planning and designing ADA & access improvements for up to 10 bus stops throughout the City
- Applied for a record number of grants totaling \$25M. Projects submitted include Quinn's Park & Ride Phase II, Rail Trail Crossing, Munchkin Rd and Park Ave Complete Streets, Arts & Culture Transit amenities & active transportation improvements, Prospector Bus Shelter amenities, Old Town Pedestrian improvements, and more
- Kicked off the Rail Trail master planning process with the State of Utah, which includes a maintenance plan and safety improvements to pavement and bridges

Current and Upcoming Projects/Initiatives

Over the next two years, the City will begin construction on projects that will provide multi-modal transportation solutions. Some projects will be completed through partnerships with UDOT, private developers, and the City's Public Utilities Department.

Beyond the two-year horizon, a recommended priority project list was drafted based upon the following principles: community support, impact on the multi-modal transportation network, building ridership, and transportation network gaps.

Fully Funded – projects moving forward, in design and construction

- Quinn's Park & Ride Phase I—construct a park and ride at Quinn's Junction at Old Highway 40 and Frontage Road
- Park Ave Bus Stops and Sidewalk Improvements—upgrade the two transit shelters and connect sidewalks at Fresh Market/Park Avenue/SR 224

- Deer Valley Drive Phase I Restripe—narrow travel lanes for traffic calming and add bike improvements between the Marsac roundabout and Bonanza Drive
- SR 248 Corridor Improvements—construct westbound shoulder-running transit lane, pedestrian improvements, and pavement rehabilitation rack. (UDOT project)
- Rossi Hill Improvements—construct utility, pedestrian stairs, and roadway improvements
- Olympic Park Pathway—improve the pathway from the cemetery through Olympic Park and behind Squatters. Connection to McCloud Creek trail. We are coordinating with the Water Department to complete in conjunction with the SR248 water line project.
- Richardson Flat Traffic Signal – installation of a traffic signal at Richardson Flat/SR248. (UDOT project)

Projects in Planning and Preliminary Engineering Phase

- Munchkin Complete Street Connection—extend Munchkin Road through to Homestake Road. Add a 15-foot pathway on the south side and a 5-foot sidewalk on the north side, install shared bike lane markings and a high-visibility crossing on Munchkin Road and Bonanza Drive, relocate utilities, and install new landscaping
- Woodbine Complete Streets—reconstruct Woodbine Way with a 5-foot sidewalk, shared bike lane markings, signs, drainage, utilities, and an improved crossing at the intersection of Woodbine Way and SR 248
- Homestake Complete Streets—Add a 12-foot pathway on the south side of Homestake Road, shared bike lane markings, and improved pedestrian crossings at the SR 224 intersection; the project may also include utility relocation, roadway connections, pathways and sidewalks, bike markings, protected pedestrian crossings, and new landscaping
- Park Avenue Rehabilitation—Applying complete street principles and performing utility and roadway improvements

Potential Projects – Not funded or approved

Below is an overview of potential transportation projects to be implemented in five to ten years. These projects are not currently funded and are awaiting budget allocation, funding opportunities, final design, and approval:

- Quinn's Junction Park & Ride Phase II—build a transit center, end of line transit facilities, electric bus charger, and an e-bike station; provide intersection improvements, signage, and VMS boards
- SR 224 Bus Rapid Transit (BRT)—add shoulder-running BRT lanes, transit intersection improvements, and signage; project includes potential roadway widening to accommodate transit lanes
- Rail Trail Widening—resurface and widen the rail trail to 14 feet; improve drainage and erosion control and add bridges

- Empire Avenue and Multimodal Connections—provide transit priority and enhanced connectivity for bikes and pedestrian improvements could include transit lanes, pathways, and other improvements outside the base area development
- Deer Valley Drive Complete Streets—Improvements to advance transit-only facilities, transit priority access to the Deer Valley Resort transit hub, improve the transit hub, sidewalks, pathways, and bike lane connections in partnership with the resort development.
- Empire/Park Ave/SR 224 Intersection and Street Improvements—update the intersection with transit priority features and pedestrian safety improvements
- Arts & Culture Transit Stops—construct regional transit stops on westbound SR 248 and Northbound Bonanza Drive; add transit facilities and amenities, bus pullouts, sidewalk, and pathway improvements
- Arts & Culture Parcel Transportation Improvements—includes two onsite transit shelters with bus pullouts, a waiting area inside Building #2 and a pathway and sidewalks on SR 248 and Bonanza Drive
- Snow Creek Crossing (Tunnel under SR 248) – widening sidewalk on Kearns Blvd to Homestake Road and connect with a 15-foot pathway, a 5-foot sidewalk on the north side, shared bike lane markings, a high-visibility crossing at Munchkin Road and Bonanza Drive; relocate utilities, connect roadways, and install landscaping
- Explore bike and pedestrian crossing options for the Arts & Culture district area – tunnels, bridges, curbside, and pathway improvements
- Old Town Complete Streets Improvements—build numerous active transportation improvements and traffic calming features for the Old Town core, including byway opportunities, lighting, wayfinding, pedestrian crossings, and improved bike and pedestrian facilities
- Three Kings pathway and transit improvements
- SR 248 Express Bus Route from Quinn's Park & Ride to service key destinations such as Park City Mountain, Old Town Transit Center, and Deer Valley
- Explore Smart Streets Initiatives, innovative technology, and curbside management techniques

Future Maintenance Investments Needed

Federal, State, and County grants are traditionally dedicated to capital projects, thus placing the burden of maintenance/operations expenses on the receiving local government. While Park City has done an exceptional job making ends meet with the current funding, more can be done when securing the grants and accounting for expenses when the project is approved.

In addition to our standard maintenance programs, we need to plan for the following:

- As the electric bus fleet expands, need to ensure maintenance programs are aligned
- Creative/decorative crosswalk maintenance
- Bus Shelter Maintenance
- Walkability Maintenance
- We need to ensure we have adequate staff and resources to deliver and maintain projects

Some of the main comments we heard from the Community during the Vision 2020 process, include:

- Regional Transit Approach
- Explore feasibility of gondola or Personal Rapid Transit system to link Park City to outlying transit hubs
- Explore various future models of transportation models
- Repurpose streets to pedestrians and away from single-occupancy vehicles
- Produce “rider guides” teaching people how to use public transport
- Utilize the large parking lot at SR248/1-40 and create incentives for workers and tourists to use this parking lot and public transportation
- Paid parking
- Drop and load
- Get hotels and resorts to educate tourists about using public buses, rather than rental cars
- During peak months/weeks, efforts to reduce vehicle traffic, including police directing traffic
- Electric mass transit
- Dogs on buses
- 248 and the implementation of a comprehensive transit system
- More bike shares throughout town
- Mass transit from SLC
- Pedestrianize Main Street
- Parking lots on the outskirts of town with a train to get you to ski resorts
- Dedicated bus lanes from park & rides
- Introduce congestion charges
- Tax rental cars
- Reduce Ubers
- Streetcar which could circulate around Bonanza Park through to Main Street
- Connected separate multi-modal transit corridors for pedestrians, scooters and bikes
- Use the center lane on SR248 for commuters into and out of Park City in the morning and evening
- Implement full bus service from Heber and SLC to Park City.
- Overpass to divert traffic from 224 to Hwy 80
- More roundabouts
- Build a road from Hwy 80 direct to Canyons
- Limit Old Town to permit parking only with walk/ride abilities in the public right-of-ways. Essentially limit driving in old town to residents only. Buses for non-residents of the city limits.

- Pedestrianize Historic Main Street. Limited private vehicle access with transit priority zones.
- Return free parking on streets and parking garages
- Expand public busing around Park Meadows
- Enforce bicycle rules of the road
- Ensure corporate employers i.e. Vail, Alterra, Marriott, Montage to contribute to problem solving for efficient transportation
- Employers encourage public transportation by providing electric cars that can be shared
- No automobiles in Old Town
- Develop a unified transportation plan with the resorts, Summit County, Wasatch County and the SLC Valley
- Get rid of cars! Get control of Lyft and Uber drivers using apps that send them through neighborhoods
- Microtransit in all neighborhoods
- High speed, highly intuitive, alternative transportation system that has options that perform to very specific metrics for each user group from workers to visitors to locals to commuters
- Charge \$35/day for all cars entering city limits, no cars on Main Street, gondolas year-round
- Upgrade Town Lift to high speed and connect it to Deer Valley or construct lift from Main Street to Deer Valley
- Convert old rail trail to light rail from US40 to PC
- Widen 224 and 248 to ease traffic congestion



TRANSPORTATION INNOVATION PILLAR HIGHLIGHTS

GOALS

ALTERNATIVE TRANSPORTATION SOLUTIONS
CONNECTED MULTI-MODAL NETWORKS
CAR-OPTIONAL LIFESTYLE



ACCOMPLISHMENTS

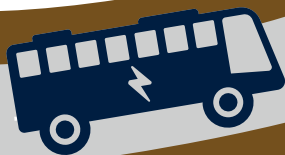
Park City Heights boardwalk and **PATH CONNECTION** to Round Valley trail system

Old Town **TRAFFIC CALMING** projects and programs

Record amount of **PAVEMENT MAINTENANCE**

Enhanced Peak Day **TRAFFIC MANAGEMENT**

\$25M in grant applications



FUTURE PROJECTS / INITIATIVES

RAIL TRAIL improvements

Arts & Culture District and surrounding **NEIGHBORHOOD WALKABILITY** and **TRANSIT** projects

Park Ave Bus Stops and Sidewalk **IMPROVEMENTS**

Olympic Park **PATHWAY**



CURRENT PROJECTS / INITIATIVES

Advancing **CRITICAL MASTER PLANS**

Supporting creation of a **REGIONAL TRANSIT SYSTEM**

SR248 WALKABILITY improvements; beginning construction on Quinn's Park & Ride

SR224 BUS RAPID TRANSIT in collaboration with Summit County

Extensive planning and coordination on **RESORT BASE DEVELOPMENT** projects



Transportation Innovation



Transportation Innovation

Community feedback...

improve traffic congestion

calm our neighborhood roads

better walking and biking paths and connections

more efficient public transportation/transit



Transportation Innovation

Plan, Build, Maintain, Operate

Engineering, Transportation Planning, Public Works, Trails, Police, Events, Parking, and Transit work collaboratively to advance transportation innovation goals. We simultaneously build, maintain, operate, and plan for future capital projects that benefit our residents and neighborhoods as much as they do our visitors.

Transportation Innovation

Our Community's Transportation Goals

Transportation Solutions - Explore feasibility of **alternative transportation solutions to enhance links between key Park City destinations**, neighborhoods, and help **mitigate peak demand**.

Multi-modal Systems - Continue to build out a **comprehensive network of connected multi-modal transit corridors and pathways**; add active transportation solutions that link key parts of the community and enhance safety.

Car-optional – Improve infrastructure to increase a **'car-optional' lifestyle and introduce incentives and disincentives for access and parking** to help build momentum. Transition key nodes to be pedestrian oriented and largely car-optional.

Major Planning in Progress



- Long Range Transportation Plan



- Short Range Transit Plan



- Active Transportation Plan



- Rail Trail Maintenance Master Plan

Transit Solutions

Traffic Management/Mitigation

Improve and Enhance Active Transportation



Transit Solutions

We Heard from The Community...

Regional
Transit
Approach

Micro-
Transit

Dedicated
Bus Lanes
from Park &
Rides



What We are Doing...

- ✓ Regional Transit/Municipal Transit
- ✓ Short Range Transit Plan
- ✓ Transit priority on 224 & 248
- ✓ Bus Rapid Transit (BRT)
- ✓ Quinn's Park & ride
- ✓ Electric Fleet

Traffic Management/Mitigation

We Heard from The Community...

Traffic mitigation during peak times

Reduce Vehicle Traffic

Work with major employers on solutions



What We are Doing...

- ✓ Peak Demand
- ✓ Working with PCM, DV, School District, County, UDOT
- ✓ Internal departments – Transit, Streets, Police, Events, Communication techniques
- ✓ Traffic signal coordination
- ✓ Residential mitigation
- ✓ Transportation Demand Management programs
- ✓ Paid parking
- ✓ Snowplow Strategy

On a typical peak traffic day, Park City can experience...



70,000+ vehicles traveling to and from Park City—
2,500 vehicles per hour at peak times



5,000 riders on **350+** transit trips to and from Park City Mountain Resort



25,000—30,000 vehicles moving through the Park Ave/Deer Valley Dr. intersection



3,500 riders on **250+** transit trips to and from Deer Valley Resort

Active Transportation

We Heard from The Community...

Shift to
pedestrian-
oriented
streets

More
bike
share

Better
active
transport
connections



What We are Doing...

- ✓ Walkability Bond projects
- ✓ Multi-use trails
- ✓ Rail trail renovation
- ✓ Planning for connectivity between neighborhoods, major destinations
- ✓ People-First Streets program
- ✓ Bike rack installation
- ✓ Sidewalk & bike path maintenance

Comprehensive Planning Required

Actively participating in major development planning

PEG – Park City Mountain
Deer Valley Base Development
Arts & Culture District



Planned Regional Transportation Projects

This is an overview of planned regional transportation projects to be implemented in 5-10 years. Projects listed are not currently funded and are awaiting budget allocation or funding opportunities.

Legend



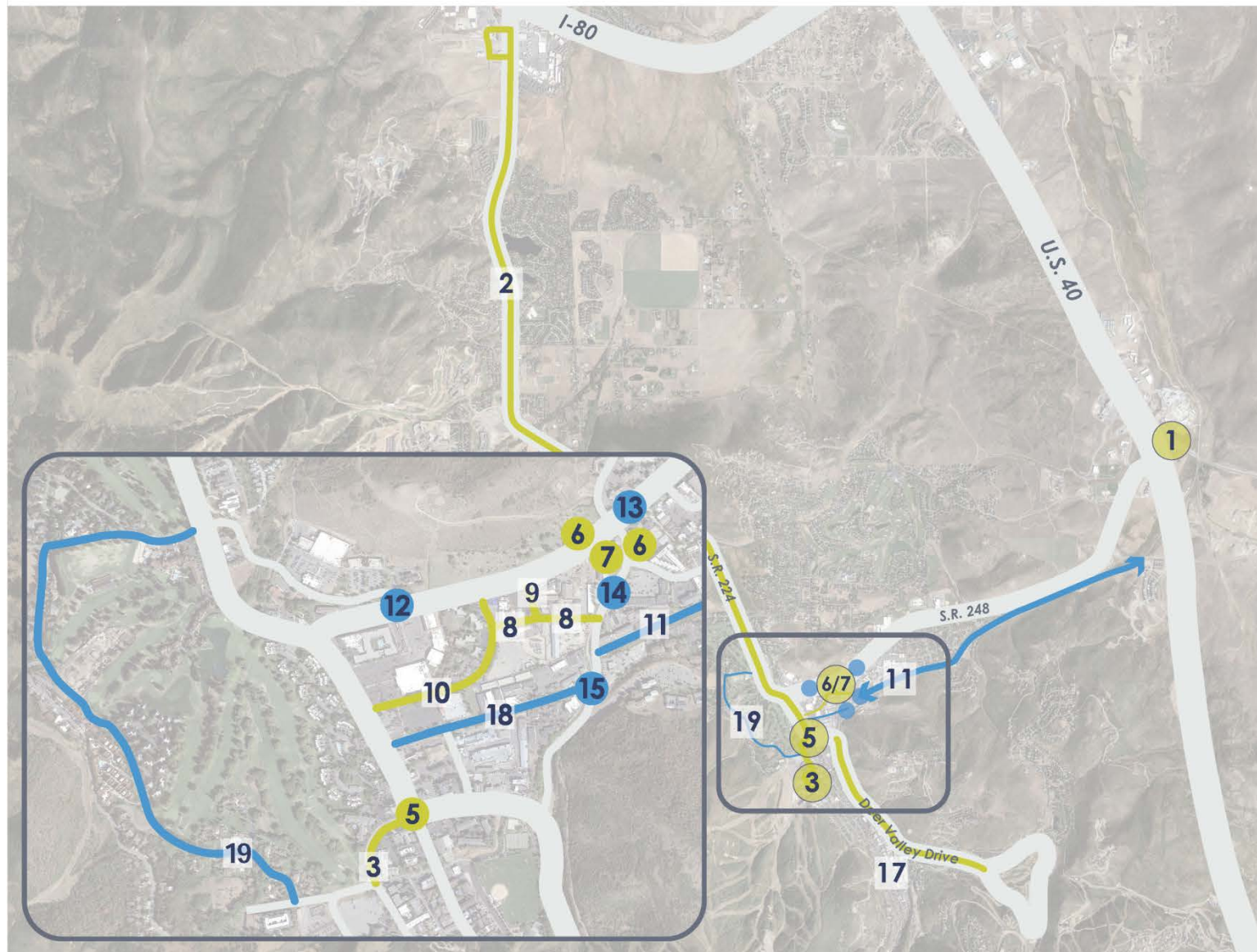
High Priority Projects



Priority Projects



Regionally Significant Street/Roadway



Capital Projects List

1. Quinn's Junction Park & Ride Phase II

Project Details: Build a transit station, end of line transit facilities, electric bus charger, and an ebike station. Provide intersection improvements, signage, and VMS boards.

2. SR 224 Bus Rapid Transit (BRT)

Project Details: Add side-running BRT transit lanes, transit intersection improvements, and signage. Project includes potential roadway widening to accommodate transit lanes.

3. Empire Avenue and Multimodal connections

Project Details: Provide transit priority and enhanced connectivity for bikes/pedestrians. Improvements could include transit lanes, pathways, and other improvements outside the base area redevelopment.

4. Deer Valley Drive Complete Streets

Project Details: Provide transit priority and improve transit hub amenities. Provide improved sidewalks, pathways and bike lane connections as part of the resort development.

5. Empire/Park/SR224 Intersection and Street Improvements

Project Details: Update intersection with transit priority and pedestrian safety improvements.

6. Arts & Culture Transit Stops

Project Details: Construct regional transit stops on Westbound SR248 and Northbound Bonanza. Add transit facilities/amenities, bus pullouts, sidewalk and pathway improvements.

7. Arts & Culture Parcel Transportation Improvements

Project Details: Includes two on-site transit shelters with bus pullouts; a waiting area inside building #2; and a pathway and sidewalks on SR248/Bonanza. Funded with \$3 million in the existing budget.

8. Munchkin Complete Street Connection and Improvements

Project Details: Extend road through to Homestake. Add a 15' pathway on the south side, and a 5' sidewalk on north side; shared bike lane markings and a high visibility crossing at Munchkin/Bonanza Dr; utility relocations, roadway connections, and landscaping.

9. Woodbine Complete Streets Improvements

Project Details: Reconstruct Woodbine with a 5' sidewalk, shared bike lane markings, signs, drainage, utilities and an improved Woodbine/SR248 crossing.

10. Homestake Complete Streets Improvements

Project Details: Add a 12' pathway on south side of Homestake and shared bike lane markings and improve SR224 pedestrian crossings. Project may also include utility relocation, roadway connections, pathways/sidewalks, bike markings, protected pedestrian crossings, and landscaping.

11. Rail Trail Widening

Project Details: Resurface and widen the rail trail to 14'. Improve drainage, erosion control, and add bridges.

12. Snow Creek Crossing (Tunnel under SR248)

Project Details: Preliminary tunnel alignment and improvements analysis to determine total projects scope and costs for potential SR 248 pedestrian crossing.

13. SR248/ Bonanza Wells Fargo Tunnel

Project Details: Tunnel under SR248/Kearns in front of Wells Fargo

14. Bonanza/Prospector Tunnel or Bridge

Project Details: Crossing Bonanza connecting Arts and Culture to Prospector Square and Rail Trail.

15. Iron Horse Intersection/Rail Trail tunnel

Project Details: Tunnel improvement from Arts and Culture district to existing tunnel on Bonanza Drive

*16. Mobility as a Service Improvements/Curbside Improvements

Project Details: Drop-off and pick-up zones, modifications to curb space, include methods such as car and bike sharing, taxis and car rentals/leases, and provides consumer travel options.

17. Old Town Complete Street Improvements

Project Details: Numerous active transportation improvements and traffic calming features for the Old Town core. May include byway opportunities, lighting, wayfinding, pedestrian crossings, improved bike/pedestrian facilities.

18. Iron Horse Complete Street Improvements

Project Details: Enhanced sidewalks and improved pathways, connections to Rail Trail, intersection improvement to Bonanza Dr.

19. Three Kings Complete Street Improvements

Project Details: Transit improvements, pathway connections, bike markings, and traffic calming measures on Three Kings Drive to Thayne Canyon Drive.

*Other Projects

State of Good Repair and Operational Projects

A. Electric Vehicle Charging Infrastructure
Upgraded electric chargers: DC fast charger/trickle charger.

B. Electric Bus Fleet Replacement
Convert entire transit fleet to electric vehicles.

C. Bus Shelter Maintenance
Improved design, sidewalk connections, transit shelters, lighting, signage, etc.

D. Rail Trail Maintenance
Maintain the rail trail pavement, improve drainage, weed control, etc.

E. SR248 Express Bus NEPA
Plan and design to connect Quinns and Park City with transit priority

F. On-Demand Micro Transit
On-Demand transit service with flexible routing, scheduling, vehicles, etc.

G. Electric Autonomous Vehicle
Electric autonomous vehicle that operates as a circulator service.

H. Variable Message Boards
Continue to expand real time traveler information.

*Not pictured on map

Upcoming Capital Transportation Projects

This is an overview of funded capital transportation projects to be implemented by Spring 2022.

Legend



Spring 2021
Construction



Summer 2021
Construction



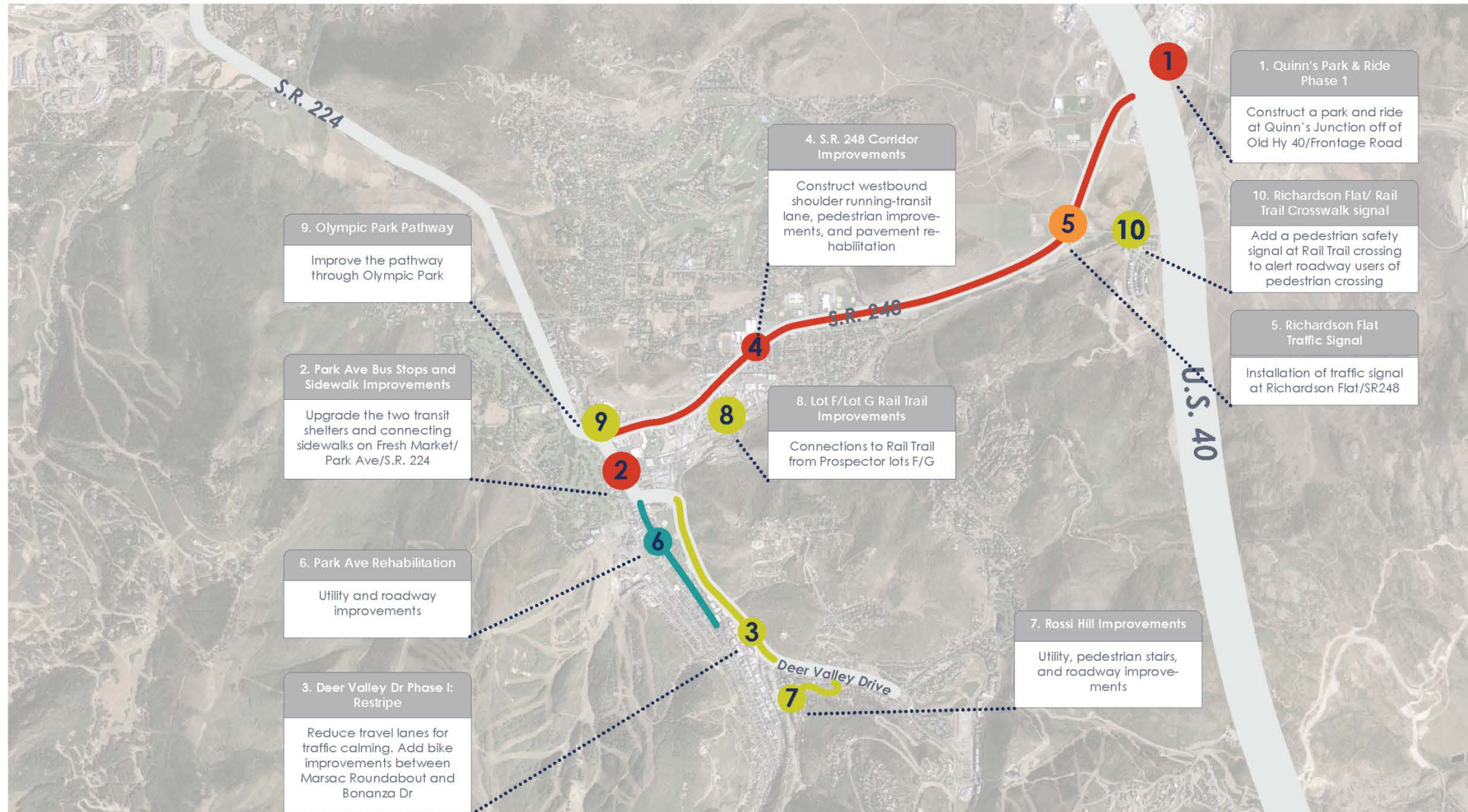
Fall 2021
Construction



Spring 2022
Construction



Regional
Roadway



Walkability Projects Map

This map provides an overview of under construction (or soon-to-be constructed) and potential projects using Walkability Bond funds.

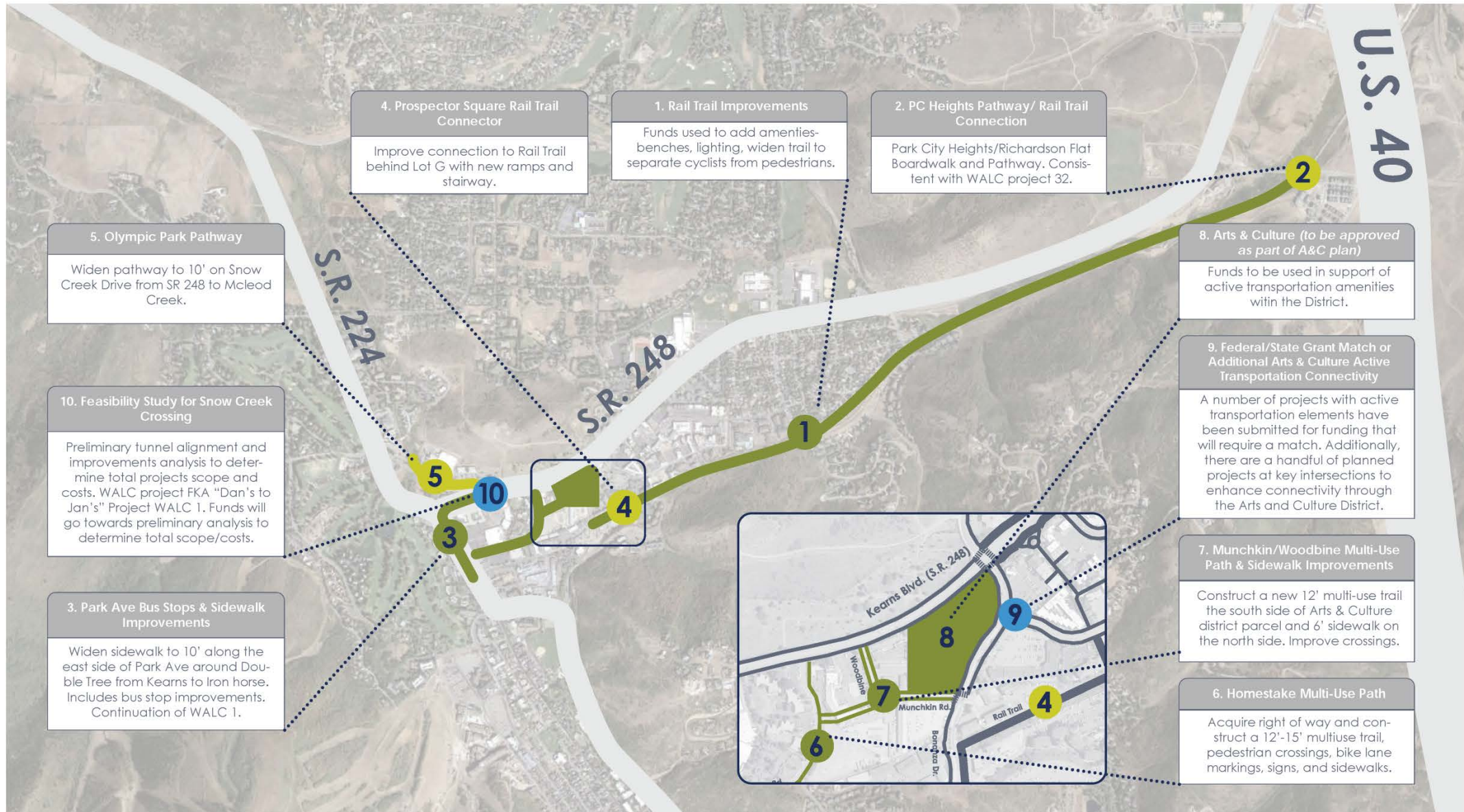
Legend

 Under Construction

 Construct next 1-3 years

 Potential Project

 Regional Roadway



Discussion

- What does success look like?
- What ideas are we missing?
- Are we delivering fast enough?
- How do we engage the community to try new things?
- What is our traffic tolerance level?
- Dedicated transit lanes and transit signal priority require tradeoffs – road widening, ROW, etc. How far are we willing to go?