



**PARK CITY COUNCIL MEETING MINUTES
445 MARSAC AVENUE
PARK CITY, SUMMIT COUNTY, UTAH 84060**

March 31, 2022

The Council of Park City, Summit County, Utah, met in open meeting on March 31, 2022, at 2:00 p.m. in the City Council Chambers.

Council Member Doilney moved to close the meeting to discuss property, litigation, and advice of counsel at 2:00 p.m. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

CLOSED SESSION

Council Member Doilney moved to adjourn from Closed Meeting at 3:10 p.m. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

WORK SESSION

Discuss Park City's Transportation Critical Priority:

Sarah Pearce, Deputy City Manager, announced the new Transportation Director, Matt Neeley, was hired and would start May 2nd. Erik Daenitz, Assistant Budget Manager, stated he and Franklin Williams, Transit, looked at data to see the traffic pain points in town. He indicated the problem wasn't the total cars in town per day, but rather the times that they came into town and left town. Data showed vehicles came in the early morning and they left in the evening. Peak traffic times had an effect on the Transit system because the traffic caused bus delays. Council Member Rubell asked if the data showed other factors, such as weather events, that would slow traffic, to which Daenitz stated no other factors were analyzed. Daenitz indicated cell phones were tracked to see where out-of-town visitors were from.

Pearce reviewed goals for traffic mitigation, which included protecting residential neighborhoods by reducing cut-through traffic, Transit efficiency, and vehicle traffic flow, in that order. Council Member Doilney favored the goals and indicated the quality of life for the residents would be improved by reducing cut-through traffic. Council Member

Rubell added it wasn't just quality of life that would improve for the residents, but safety as well. Council Member Dickey agreed the goals were interconnected and he supported them. Council Member Toly asked to define Transit efficiency. Pearce stated Transit would be on time with their routes. Council Member Toly didn't think there was good signage and people didn't know where to park since parking areas weren't consistent. She asserted it was important to look at the plan from a visitor perspective. Also, she thought neighborhoods should be looked at as complete streets. Streets should be safe and efficient for residents and visitors.

Council Member Gerber agreed with the goals, but worried about the residential neighborhoods. It wasn't just about cut-through traffic, but also ensuring residents had the services they needed so they could function in their community. Jon Weidenhamer, Economic Development Manager, discussed traffic programs that could be explored in the next few months. He reviewed a "No Left Turn" sign was posted on Hillside Avenue a couple years ago and that was very beneficial. He displayed a list of potential programs that weren't expensive and that could be implemented quickly: Neighborhood Traffic Management Program (NTMP) re-visioning, a resident access pass program, permanent regulatory signs in neighborhoods, temporary pedestrian enhancements, intersection improvements, a "No Left Turn" sign on Chambers from Marsac Avenue, and creating a dedicated Traffic Division in the Police Department. John Robertson, City Engineer, stated in the last year there were more resident requests to the NTMP regarding streets. He thought it was a good tool that could be used in some neighborhoods to improve traffic. Council Member Toly asked what the NTMP covered. Robertson explained it was a program for the entire City and was based on neighbor concerns. He indicated staff wanted to make this program more available for residents to access. Council Member Rubell noted several improvements to the NTMP program had been made and the public feedback had been very positive.

Diersen stated 13 City departments were working to adjust travel patterns for holidays and weekends. As staff planned for next year, she presented three options for Council to consider: Option One cost \$75,000 for medium mitigation for Presidents' Week, Option Two was to maintain the mitigation all winter with a cost of \$900,000; and Option Three would create a traffic division in the Police Department who would enhance enforcement in residential areas and other areas in town, as well as perform other duties such as changing variable message sign (VMS) messaging with a cost of \$3,000,000. She hoped to hear from Council and the community if staff met expectations or if another option was preferred. Lt. Rob McKinney recommended the enhanced traffic division because currently the patrol division was spread thin. It was responsible for responding to all traffic calls in addition to service calls. The proposed traffic division would separate these officers from the patrol officers and they could respond in real time to traffic incidents. Council Member Doilney asked if there were any other communities with traffic divisions. Lt. McKinney noted all the larger areas had traffic divisions and indicated other cities weren't faced with the same challenges as

Park City. Council Member Doilney asked if there was feedback from Cottonwood Heights on their traffic mitigation. Lt. McKinney stated he talked to Salt Lake City officers and they explained they wouldn't be able to manage the traffic without the dedicated division. Council Member Gerber wondered what role the resorts could play in helping with the \$3,000,000 cost to maintain the highest level of service. She thought the Police Department was called into these situations and they didn't have the manpower to operate, so a traffic division would make sense. She supported a traffic division, but thought the City should receive additional support from the resorts.

Council Member Toly asked if the City could hire eight officers in this hiring environment. Lt. McKinney indicated the hiring would be phased. Council Member Toly asked what entities or groups in town should help with the costs of the division, both in the winter and summer. Diersen stated there was major planning for October through April and then in the summer too, so there was little down time. Council Member Toly suggested this division could help with construction traffic mitigation as well as the Prospector neighborhood.

Council Member Rubell stated the \$3,000,000 was for year-round employees who would perform other duties in addition to traffic and it couldn't compare exactly with the other two options. He noted usually officers didn't want to do traffic control all the time and there could be morale issues. Lt. McKinney indicated traffic was a skillset that some did better than others and that would be considered in the hiring process. Council Member Rubell also noted it was a competitive hiring pool and he asked if it would help to make sure officers worked at what they liked to do. Lt. McKinney didn't think traffic would hurt morale.

Council Member Doilney was in favor of exploring a traffic division and he thought there were ways to address the costs. Matt Dias stated the City implemented a temporary new level of service in response to residents' feedback. Staff was asking if service should fall back to the standard or continue at the higher level. Council Member Dickey preferred Option Three and wanted to look at the costs and the benefits at a future meeting. Council Member Rubell favored Option Three and stated it was important to look at context and set a baseline for costs. Council Member Gerber supported Option Three although she was unsure of the need during some parts of the year. Council Member Toly favored Option Three and wanted to see how other businesses in the community would take part in the cost.

Regarding parking enforcement, Council Member Toly wanted to see a higher level of enforcement, including tickets and felt Police should give tickets as well as warnings. Rules made to mitigate traffic should be enforced. Council Member Doilney agreed with increasing enforcement on the streets and around the neighborhoods and thought it could be used to discourage nightly renters. He liked the vibe of a ski town, but indicated it wasn't serving its purpose. Council Member Dickey liked the proposed

parking enforcement philosophy. Council Member Gerber asked how many enforcement officers there were, to which Wasden stated there were six enforcement officers. Council Member Gerber asked where the most enforcement occurred, and Wasden stated in Old Town. He noted they also patrolled residential zones and used a license plate recognition system to find violators. Council Member Gerber supported ticketing violators but wanted to maintain education in town. She thought so much effort was around the resort bases and it seemed like the resorts needed to help support the City's team.

Council Member Rubell agreed enforcement needed to be stepped up. It was important to step up with regard to complaints outside Old Town if possible. He thought enforcement needed a boost in the neighborhoods. Resorts drove problems but other things such as events contributed as well. He hoped to come back to this topic in the future. He thought enforcement could be dialed back when compliance increased. Regarding idling, he wanted to make some fun messaging instead of increasing idling tickets. He hoped things could be categorized and looked at based on their impact. Mayor Worel agreed with the previous comments. She asked staff to focus on the repeat offenders, which appeared to be the workforce, and come up with creative solutions. Council Member Toly wanted staff to be aware of the workforce and not enforce to the point that nobody wanted to work here. She noted if the City started to issue tickets, solutions needed to be found for lack of parking. Wasden explained he wanted to increase the price of tickets and noted they were relatively low. He proposed charging for construction parking and wanted to promote the park and rides to get construction workers in and out of town.

Matt Dias clarified the request from Council was to increase enforcement. He noted oftentimes enforcement was a lower paid job and employees were yelled at as they issued tickets. Staff was willing to increase enforcement, but it would come with effects. Council Member Doilney stated residents were feeling the impacts of traffic with vehicles coming and going all the time. He thought enforcement might encourage transit use. Sarah Pearce stated this could be an opportunity to have fun messaging about enforcement changes and other options for getting around town. Lt. McKinney stated law enforcement wasn't allowed to have quotas in issuing tickets. The way Park City officers looked at issuing tickets was to issue them to repeat offenders in order to change behavior. Council Member Rubell stated Council gave direction to step it up, not just turn up the drip. He thought there were more bad actors than people realized. Council Member Gerber disagreed and stated it was one thing to get a parking ticket, but if a driver was pulled over, there was engagement and an opportunity for education unless it was a repeat offender. She supported stepping up enforcement in residential areas. She wanted to be a community where people had a relationship with the police officers. Council Member Rubell clarified he was not opposed to community policing.

Lt. Vai Lealaitafea stated the Police administration had to be careful in the direction they gave the officers. He was glad the human discretion discussion took place. He noted officers brought in from other jurisdictions to help with peak traffic and events had agreements with their cities that they would not issue tickets for minor violations. They were there to conduct traffic control.

Pearce discussed the proposed microtransit pilot program and stated there would be a bigger discussion on April 28th that would address goals and measures of success. Mayor Worel stated there was a microtransit discussion a couple years ago and local transportation companies expressed interest in being part of the process. She asked if staff had reached out to them. Pearce indicated that would happen through an RFP process. The current proposal was for the pilot to go through High Valley Transit (HVT).

Council Member Toly suggested a pilot program be implemented in Park City Heights and an RFP issued for transportation companies for another area of town. She asked if HVT had the capacity to help the City with the pilot, to which Pearce affirmed. Alex Roy clarified HVT operated microtransit through Via and that was who would perform the service. Council Member Gerber asked that a HVT representative come to a Council meeting to talk with Council about the pros and cons of the service. She was interested in issuing an RFP if Via couldn't meet the City's needs. She asked how long it would take to launch an RFP. Pearce indicated the City could not have the pilot program this summer if Council wanted to pursue issuing an RFP. Julia Collins, Transportation Planning Manager, indicated staff had not fully looked at microtransit strategies, and that would need to be studied before issuing an RFP. Council Member Gerber remembered the last RFP required the drivers to have their own vehicles.

Council Member Dickey stated Via would be the company providing the service and they were set up to start soon. It made sense to take the fast and simple approach at this point. He asserted the City could learn a lot more by servicing two areas instead of one, such as Park City Heights and Park Meadows and he suggested staff look at that option. Pearce stated she would get a quote on that and bring it to the April 28th meeting.

Kim Fjeldsted, Transit Manager, explained microtransit was not a door-to-door service, but was meant to take riders to the regular transit system. It would provide transit to neighborhoods where a bus was not feasible. Council Member Toly indicated this service was mostly for locals and she wanted to see data on who used the HVT microtransit service. Pearce noted microtransit would be publicized as a City service, so visitors could use it as well as residents. Council Member Doilney agreed with Council Member Dickey's comments. Council Member Rubell was interested in serving areas that weren't served by Transit now, but he wasn't anxious to say microtransit was the solution to the problem. He asked if the Transportation Taskforce weighed in on this and who from the local community was on the taskforce. Pearce stated the Transportation

Taskforce had not discussed this. Roy indicated the Short-Range Transportation Plan (SRTP) stakeholders and HVT stakeholders weighed in on microtransit. Council Member Rubell asked that the taskforce review microtransit. He thought \$400,000 was a lot of money and he wanted to hear feedback from the County on service levels and performance first. He would like to see the avoided cost of other options to see where this fit in. He supported issuing an RFP.

Fjeldsted stated some Transit goals were to get back to pre-pandemic ridership levels, have on time performance at 85%, zero missed trips due to operator availability, and less than 15 avoidable accidents per year. Mayor Worel asked if Park City's ability to attract seasonal drivers had increased. Fjeldsted stated it was difficult to attract seasonal and fulltime drivers. Council Member Gerber asked if there was an industry standard for the number of avoidable accidents to target per year. Fjeldsted stated there was no standard, but she wanted to set the bar high. Council Member Toly asked if missed trips was due to COVID, to which Fjeldsted stated it was a staffing issue. Fjeldsted reviewed some challenges, including the need for a comfortable work environment, the need to increase salaries, the need to increase the number of drivers to provide break opportunities, the need for training opportunities, and the need for celebration and recognition programs. Fjeldsted asked the following: who should be served by Transit, by priority - transit dependent people or employees, residents, or visitors; how should we base service decisions - ridership, traffic travel patterns, frequency needed, cost, community feedback, or all of the above; and how do we get community to embrace change when SRTP was rolled out.

Council Member Gerber thought employees and residents should be prioritized over visitors. Transit knew best on service decisions, but she favored ridership. Council Member Rubell agreed employees and residents were the priority. Regarding service, the goal was to serve neighborhoods and that wasn't necessarily based on ridership. He expressed the focus should be on level of service that was provided. He suggested looking at pre-COVID numbers and project those to make decisions. Regarding frequency, he heard more people would ride the bus if it was more frequent.

Council Member Dickey wanted to think about Transit with regard to the resorts and parking around Old Town. The key was to have broad service so everyone had access. Council Member Doilney stated more coverage and more frequent service would cost more and Council should get ready to pay for this move. Council Member Toly asserted staff should look at mitigating traffic and parking issues when service decisions were made by focusing on locations that didn't have a lot of parking. She also wanted to make Transit available to serve youth and it should go where they wanted to go.

Roy discussed the Long-Range Transportation Plan and indicated it looked at all modes of transportation. He indicated the plan was flexible and could slowly evolve. Staff would discuss this more when it was finalized in May. Collins indicated the current plan was

looking at alternative transportation modes to accommodate mobility, but the strategy didn't satisfy everyone. One alternative would be to widen SR248 to accommodate increased traffic, but there were consequences such as not all roads could be widened and there would be more roads to maintain. Council Member Rubell liked the current plan and felt road expansion should only be considered in critical situations, but not only to support transit. He also wanted to promote the benefits of using Transit to residents and visitors. Council Member Dickey agreed with Council Member Rubell. Council Member Toly liked the current plan if other ideas were considered as well. She didn't think having a bus lane for 1.5 miles that merged back into traffic would promote more ridership. Collins clarified staff was looking for direction on whether to widen SR248 or invest in Transit for SR248. Council Member Toly noted she favored fixing intersections. Council Members Doilney and Gerber agreed with Council Members Rubell and Dickey.

Collins stated another current strategy was to provide new parking areas outside the City limits to reduce the number of vehicles driving into town and noted other resort communities had similar strategies. Alternatives included providing more parking within City limits or bringing all cars into downtown to park. Council Member Toly liked the current plan and having parking lots within City limits. Council Member Doilney stated the current strategy was best. He didn't want to build parking areas in town. Council Member Gerber agreed and thought the City could manage parking in town better. She noted addressing housing in town would reduce commuter traffic. She clarified parking areas should be outside the gateway corridors. Council Member Rubell thought the current strategy was best and he would also consider parking within City limits. Council Member Dickey stated the goal was to capture trips outside the bottlenecks but the current strategy was good too.

Pearce displayed some big ideas for the future of Transit and stated many of the ideas would take regional collaboration:

1. SR248 jurisdiction transfer, reversible lanes, widening
2. New/additional in-town parking garage
3. Pedestrianize Main Street
4. Gordo as a park & ride
5. Use of alternative access points – Guardsman's Pass and Deer Crest
6. One-way streets – Bonanza, SR248, Park Avenue, Deer Valley Drive
7. Staggered start times for work, school and play
8. Required parking reservations for event and resort visitors
9. Paid parking as a transportation demand management (TDM) tool for events and resorts
10. Rail Trail expansion for Transit or aerial
11. Airport lounge partnership with business community – transportation to Park City
12. Tesla tunnel and autonomous vehicle to aerial
13. More regional public transportation solutions between Wasatch Front and Park City

- 14. Drone deliveries
- 15. Construction vehicle and delivery restrictions
- 16. Congestion pricing – toll roads at peak times

Council Member Gerber did not support 14. Council Member Doilney did not support 12. Council Member Toly disagreed and stated in Vegas, riders didn't have to own a Tesla, but they bought a ticket to ride in a Tesla. Council Member Doilney indicated drilling a tunnel in the midst of mine tunnels and an aquafer was not wise and would be very cost intensive. Council Member Toly asked for more information on each of the ideas. Pearce offered to have a summer workshop for the public to expand on these ideas.

Matt Dias stated it came down to staff time on these. He asked which ideas were most interesting at first look and staff could look at those more deeply in the short term. Council Member Gerber stated some of the ideas were lower cost and some were out of the City's control. She asked for information on the ideas that were within the City's control. Council Member Doilney preferred 3, 4, 7, 8, 9, 10, 11, 13, 15, and 16. Council Member Rubell liked all but the drone deliveries. His top choices were 1, 3, 8, 11, and 15. Council Member Dickey stated these were big ideas, but many were not feasible. He didn't want to rule any out without looking at them. There were a few that were counter to the City goals. He would like to hear bigger descriptions of these and then score the ideas to make a list by prioritization. Council Member Rubell thought if it didn't cost anything to look into it, then that idea should move in the priority list. He didn't want the alternatives limited to his top five. Council Member Toly added that she would like to look closer at regional transportation opportunities with the Wasatch Front. She thought 15 could be looked at immediately. Council Member Gerber stated the roads to all the resorts could be connected with a rope drop and that could be an opportunity to collaborate with the resorts. Council Member Toly also suggested adding more trolleys. Pearce stated staff would come back with basic descriptions and recommendations for the top priorities along with their pros and cons.

Mayor Worel opened the item for public input.

Steve Pettise wanted to see a document of the presenters' names and contact information.

Craig Weakley commented on parking and traffic enforcement. He indicated he tried to obey traffic rules and there was nothing more irritating than those disregarding the rules and nothing was enforced. He supported increasing enforcement and thought it would enhance the community dynamic.

Rich Ford stated he commuted into town every day. He didn't hear discussions on the proposed park and ride. He was on the Park City Lodging Association and at the last meeting he learned there were 5,000 short term rentals within the City limits. He thought

60%-70% of these visitors brought their own cars. He suggested having a direct bus from Heber or Kamas to the resorts. The parking lot at Richardson Flat was empty because there was no bus service. He thought the SR248 exit was so congested that the proposed park and ride would be a disaster. There was a sunshine act that would delay the opening of resorts to 10:00 am. He also thought drivers going to the high school contributed to the congestion.

John Greenfield stated he owned a delivery service and drove around town all day. He thought out of town visitors were the cause of congestion. He thought parking and ticketing was geared to residents and he didn't understand how ticketing visitors would solve traffic problems. He requested there be a comprehensive plan with regard to the big transportation ideas.

Fred Fox e-Comment: "Thank you Mayor and Council members for your efforts in curbing the flow of traffic in the Thaynes Canyon neighborhood and the recent speed sign control gadget on Payday Drive. I'm certain that the data you gather on traffic exceeding the posted 25 mph limit on Payday should warrant a permanent flashing sign(s) similar to the one across the way on Holiday Ranch Loop Road. I have witnessed the success of this temporary flashing speed sign every day; it works in slowing down those who are not the chronic speeders. For those who ignore this sign and continue to ignore the speed limit, we need more focused enforcement. I witness an exceptional number of drivers not stopping at the intersection of lower Payday and Thaynes Canyon Drive near the Rotary Park while walking my dog daily. Even City vehicles don't completely stop at this intersection and the very busy intersection on Three Kings and Thaynes Canyon Drive. Drivers only completely stop when in the presence of a police vehicle. This makes me believe more enforcement is the answer to those breaking the law."

Mayor Worel closed the public input portion of this item.

REGULAR MEETING

I) ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Ryan Dickey – via Zoom Council Member Max Doilney Council Member Becca Gerber Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney	Present

Michelle Kellogg, City Recorder	
None	Absent

II) PROCLAMATION

1. Consideration to Adopt Resolution 04-2022, a Proclamation Declaring April 2022 Parkinson's Awareness Month:

Michelle Downard, Resident Advocate, presented this item and stated at least one million people had Parkinson's Disease and two percent of those over 80 years old would get it. Insa Riepen indicated this proclamation would raise awareness of the disease and inform people who might not know they had it. Some symptoms included tremors, stiffness, and loss of balance. Walking and other forms of exercise helped manage the disease.

Dixie Stagnoletti related her husband's experience with Parkinson's which resulted in his death. Dr. Hamilton Easter, a Rotarian and retired orthopedic surgeon who volunteered at People's Health Clinic, indicated he was diagnosed with Parkinson's in 2015. Council Member Toly asked if there was a local fundraiser for Parkinson's. Riepen indicated they didn't have local fundraisers, but there were several organizations including the Michael J. Fox Foundation, the Davis Finney Foundation, and Parkinson's Foundation that received donations.

Mayor Worel opened the item for public input. No comments were given. Mayor Worel closed the item for public input.

Council Member Gerber moved to adopt Resolution 04-2022, a proclamation declaring April 2022 Parkinson's Awareness Month. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

III) APPOINTMENTS

1. Appoint a Liaison to the Summit County Open Space Advisory Board:

Mayor Worel stated this board covered North Summit, South Summit, and Western Summit County. Council Member Dickey volunteered to be the liaison and the Council members agreed.

IV) COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Dickey stated a frustration for Zoom attendees was not being able to see the people in the room and who else attended via Zoom and he requested those names be made public if possible.

Council Member Toly reminded everyone of the Youth Sports Alliance (YSA) parade and street dance tomorrow and encouraged people to come support the Olympians. She requested to see more options for summer day camps. She indicated the town was at the end of the busiest season ever and she thanked the workforce for their tireless efforts and asked the public to be civil and respectful to employees.

Council Member Doilney attended the joint meeting with the County Council and noted it was very productive. He announced there would be another joint meeting in June. He indicated many issues dealt with traffic and congestion this winter and now summer events would be coming. He encouraged people to research information and to not jump to conclusions.

Council Member Gerber stated she heard from people regarding trash and dog waste. She encouraged everyone to clean up the town.

Council Member Rubell indicated the joint meeting with the County was great and he looked forward to more. He asked to discuss setting up the Soils Commission as soon as possible. He also asked to discuss options for the power substation in the Prospector area. Council Member Gerber stated the Iron Horse residents didn't want the substation moved. Council agreed to look at that discussion. Council Member Rubell asked if a structure could be set up so residents could see what items would be addressed by Council and when. Mayor Worel noted the soils commission was on hold until an Environmental Manager was hired. Matt Dias stated Ryan Blair was hired as the new Environmental Manager and he would start the end of April.

Mayor Worel went to the Senior Citizens Center with City Manager Dias and Council Member Toly and signed a memorandum of understanding between the City, the County and the Senior Citizens Center to outline the responsibilities of each entity. She noted she and Council Member Toly would also be meeting with a committee to look at senior housing on the Woodside parcel. She listed the staff communications reports in the packet.

Staff Communications Reports:

1. Peak Day Traffic Management Program Overview:

Council Member Rubell stated the traffic management program was defined around holidays and he asked how peak days would be defined moving forward. Dias indicated that would be discussed in future transportation discussions.

2. Summer 2022 Transportation Construction Projects:

Council Member Rubell found the report confusing, noting the bus shelters would have a procurement activity and asked what the procurement was for compared to what was approved a month ago. John Robertson, City Engineer, stated a couple months ago a contract was approved to build the shelter. The current contract was to make site improvements so the shelter could be built.

3. Spring Transit Service- Quarterly Transit Update:

4. February 2022 Budget Monitoring and Sales Tax Report:

Council Member Rubell stated there was new data to give new insights into the revenues and expenses and how they trended over time. He encouraged all to look at it.

V) PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Mayor Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda.

Marianne Cone, Park City Mine Adventure, distributed a handout with a proposal and a synopsis on what the group had talked about (see attachments to these minutes.)

Mayor Worel closed the public input portion of the meeting.

VI) CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from March 15, 2022:

Council Member Gerber referred to Page Four, Line Two and requested the word MPD be replaced with fractional ownership.

Council Member Doilney moved to approve the City Council meeting minutes from March 15, 2022 as amended. Council Member Toly seconded the motion.

RESULT: APPROVED AS AMENDED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

VII) CONSENT AGENDA

1. Consideration to Authorize the City Manager to Execute a Professional Services Agreement, in a Form Approved by the City Attorney, with AECOM Inc.,

in an Amount Not to Exceed \$60,000 to Prepare a Federally Mandated Zero-Emissions Fleet Transition Plan:

2. Consideration to Authorize the City Manager to Enter into a Contract with Zion's Public Finance, Inc., in a Form Approved by the City Attorney's Office, for a Three (3) Year Term with an Option of Two (2) One-Year Extensions for Financial Advisory Services for Municipal Bond Related Issues:

Council Member Rubell moved to remove Item One from the Consent Agenda for discussion. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

Council Member Doilney moved to approve Item Two of the Consent Agenda. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

1. Consideration to Authorize the City Manager to Execute a Professional Services Agreement, in a Form Approved by the City Attorney, with AECOM Inc., in an Amount Not to Exceed \$60,000 to Prepare a Federally Mandated Zero-Emissions Fleet Transition Plan:

Council Member Rubell summarized this was Phase One to meet a federal requirement. Phase Two wasn't scoped and the City didn't know if they would move forward with it. He stated the vendor was chosen from the preferred vendors' list that went out to RFP. He also indicated the scope of the study was to focus on electrification and not on other fuels and asked what it would take not to limit options in the future. He asked if looking at other options as part of the study would double the price. Council Member Gerber thought the City had City-owned solar fields so it wouldn't make sense to consider other alternatives.

Luke Cartin, Environmental Sustainability Manager, stated the solar fields project would cover the current City electric load, but the plan for meeting the 2030 Citywide net zero goal would focus on renewables. Council Member Rubell asked if the study could be expanded to look at other options. Kim Fjeldsted, Transit Manager, stated the plan could be amended and it could be something to be considered in Phase Two. She didn't think it would prohibit the City from looking into other alternatives. Council Member Rubell indicated he would be interested in their response.

Council Member Rubell moved to authorize the City Manager to execute a professional services agreement, in a form approved by the City Attorney, with AECOM Inc., in an

amount not to exceed \$60,000 to prepare a federally mandated Zero-Emissions Fleet Transition Plan. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

VIII) OLD BUSINESS

1. Consideration to Approve Ordinance No. 2022-05, an Ordinance Denying the Mountain Ridge Subdivision, Lot 13, Plat Amendment, Located at 3099 Mountain Ridge Court, Park City, Utah:

Spence Cawley, Planner, reviewed this item was brought to Council last month for approval and it was denied. This denial ordinance would allow the applicant to reapply with the Planning Department.

Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed the public hearing.

Council Member Gerber moved to approve Ordinance No. 2022-05, an ordinance denying the Mountain Ridge Subdivision, Lot 13, Plat Amendment, located at 3099 Mountain Ridge Court, Park City, Utah. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

IX) NEW BUSINESS

1. Consideration to Authorize the City Manager to Execute a Contract for a Minor Professional Services Agreement with SWCA Environmental Consulting for Historic Preservation Consulting Services in the Amount of \$30,000.00 Annually for a Three Year Term:

Gretchen Milliken and Aiden Lillie, Planning Department, presented this item. Milliken stated SWCA was the City's consultant since 2013. They participated in weekly meetings and provided reports when needed. Council Member Rubell asked why Planning didn't go with the lowest qualified bidder since both companies were qualified. Milliken stated SWCA was a larger firm with more resources. Planning was a young department and SWCA had institutional knowledge. It was important to have that background and experience. Council Member Rubell asked to understand the procurement process. Dias stated that would be on the May 5th agenda. Council Member Dickey indicated it would be helpful to write in the staff report a comparison of the bidders.

Mayor Worel opened the item for public input. No comments were given. Mayor Worel closed the item for public input.

Council Member Toly moved to authorize the City Manager to execute a contract for a minor professional services agreement with SWCA Environmental Consulting for historic preservation consulting services in the amount of \$30,000.00 annually for a three-year term. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

2. Consideration to Authorize the City Manager to Execute a Professional Services Agreement in a Form Approved by the City Attorney's Office with Momentum Recycling, LLC, for the Operations and Engagement Project Management Services for the Main Street Business Improvement District (BID) in an Amount Not to Exceed \$54,000 Annually for a Two-Year Term:

Matt Twombly, Senior Project Manager, and Jason Utgaard, Momentum Recycling, were present for this item. Twombly reviewed the timeline for issuing a waste diversion RFP. The contract was awarded to Republic Services for trash pickup and now a contract was being awarded to Momentum for waste diversion, glass recycling and project management for Main Street businesses. The project would include an analysis on where waste would be stored for pickup since space behind the businesses was limited. Luke Cartin reviewed the City conducted a waste characterization study for the Historic Park City Alliance (HPCA) and 81% of waste was divertible on Main Street. In 2018, Summit County discovered the landfill had less than 30 years of life left. When the waste contract was up for renewal, staff looked for ways to make it better and this was a great start.

Council Member Toly asked if one location would be found to put food waste. Cartin stated a public location would be looked for since businesses didn't have a lot of space. Council Member Toly asked if other recycling companies would be phased out since Momentum was collecting the waste. Weidenhamer stated that was a decision for HPCA. There was an expectation from Republic and Momentum that they would be the providers.

Council Member Gerber stated the contract was for two years with the ability to renew, but Momentum's contract stated it was a six-year contract. Weidenhamer indicated the City didn't want to ask for a contract longer than two years and he thought the project management part would be completed by then.

Council Member Rubell asked why this cost wasn't built into the service fees for Main Street businesses. Weidenhamer explained there were some individual accounts and some shared accounts. The shared account fees were based on the size of the

business. Cartin stated the project manager would help the City and HPCA figure out the system in a more robust way. Council Member Rubell asked if the City required HPCA to participate. Cartin stated HPCA was involved since 2020 and they were part of the selection committee. The City had the contract because it had the public space and the project would help the City meet its goals. HPCA would be responsible for paying for the improved system going forward.

Council Member Toly explained the history of Main Street businesses with regard to trash pickup. Council Member Rubell stated the baseline was five sites and asked if there were penalties if businesses didn't comply. Cartin indicated measurements would be taken. The goal was to make sure the multipliers were correct from the waste characterization study, relook at the balancing of cost sharing across HPCA, and the sites that collections were focused on was a good representation of all the shared sites. Data would be collected on what businesses were generating what waste and who was responsible for overflow, etc.

Mayor Worel opened the meeting for public input.

John Greenfield indicated this contract might affect local contracts. If that was the case, some people would lose their livelihoods. It was important not to disenfranchise small businesses. Weidenhamer stated this wasn't the time to decide whether the City would have exclusivity with Momentum or another service provider. The next step was to enter a contract for this service for Main Street, but if and when there was a conversation for Citywide diversion, other providers would be notified. Council Member Doilney looked forward to seeing waste diversion on Main Street.

Anna Robertson stated there was a lot of interest in composting and waste diversion from residents. Park City High School was on board and she supported this. She noted California mandated composting.

Mayor Worel closed the public input portion of the item.

Council Member Toly disclosed she was part of the executive committee on HPCA when this was discussed, and she would recuse herself from the vote. Margaret Plane, City Attorney, noted if Council members recused themselves, they should also refrain from discussing the item.

Council Member Rubell didn't want the City to be responsible for waste management across the whole community, but he thought it was valuable to set up the structure to see what it looked like.

Council Member Rubell moved to authorize the City Manager to execute a professional services agreement in a form approved by the City Attorney's Office with Momentum

Recycling, LLC, for the operations and engagement project management services for the Main Street Business Improvement District (BID) in an amount not to exceed \$54,000 annually for a two-year term. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, and Rubell

RECUSED: Council Member Toly

3. Consideration to Authorize the City Manager to Execute the Construction Agreement in a Form Approved by the City Attorney's Office with Vancon Inc., for the Construction of the Rossie Hill Stairs in an Amount Not to Exceed \$298,000.00:

Matt Twombly, Senior Project Manager, reviewed neighbors requested the developer install a stairway connecting Rossie Hill and Deer Valley Loop Road five years ago during the Lilac Hill Subdivision process. This stairway would benefit all the residents living above it. The developer negotiated with staff and the Planning Commission and donated his cost for constructing the stairway, which was \$75,000. At that time, the land was owned by the Bureau of Land Management (BLM). The City worked with the BLM to get the property dedicated to the City. An RFP was put out and the bid was awarded to Vancon. Council Member Rubell asked how many people would be served by the stairs. Twombly explained the general area and estimated 100 people would use it.

Mayor Worel opened the item for public input. No comments were given. Mayor Worel closed the item for public input.

Council Member Gerber clarified the City did not pay for the BLM land and \$75,000 from the developer would go towards the cost.

Council Member Gerber moved to authorize the City Manager to execute the construction agreement in a form approved by the City Attorney's Office with Vancon Inc., for the construction of the Rossie Hill Stairs in an amount not to exceed \$298,000.00. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

4. Consideration to Authorize the City Manager to Execute a Construction Agreement with Wardell Brothers Construction to Construct the Quinn's Junction Park and Ride Project, in a Form Approved by the City Attorney, in an Amount Not to Exceed \$3,452,472.30:

John Robertson, City Engineer, and Gabe Shields, Traffic Management Engineer, presented this item. Robertson reviewed the history of the project and stated the traffic study identified the existing intersection had challenges during peak traffic times. It

noted the addition of the park and ride would not change the level of service because the amount of trips coming to the area wouldn't change. A sensitivity analysis was also performed. They looked at the volume of traffic at peak times and concluded the traffic would back up, but the County confirmed they were in the process of moving that intersection 250 feet to the east and that would alleviate the backup. Robertson indicated in looking for a site, staff wanted to find a low-cost area where the project could be built quickly. It also had to accommodate frequent transit service, and Transit added a budget request to expand service to the park and ride for FY2023. The park and ride would be a tool as plans were set to accommodate a future inbound bus-only lane on SR248 to Comstock Drive. Three locations were considered, including Richardson Flat and a parcel to the south of the preferred location, and it was determined that the proposed location had the easiest access. If Richardson Flat was chosen, land would have to be purchased from United Park City Mines and a road would need to be built to reduce the distance to the park and ride.

Robertson reviewed the City entered into a 40-year lease agreement with a 10-year automatic renewal with UDOT for construction and maintenance of the site. There was a provision in the agreement that if there was an emergency or substantial safety hazard to traffic on Highway 40, UDOT would give notice to Park City to correct the hazard. Robertson also noted the funding for the project and stated the FTA awarded the City a \$3.9 million grant for a park and ride and \$350,000 in Transit sales tax revenue was allocated by the City to fund the project.

Robertston indicated the bus rapid transit (BRT), microtransit, and the park and ride were all solutions to mitigate traffic. They would not solve all the traffic problems, but they would all help with the problem. If the project was not awarded, it would be three to five years before the City was able to receive another award.

Council Member Rubell asked what the City's total cost, including maintenance, would be for the first three to five years of operation. Robertson noted there would be additional costs such as lighting and snow removal. Council Member Rubell stated there was a Phase Two to the project, where the City would be matching grants. Robertson stated Phase Two had not been developed yet, but it would include bus shelters and restrooms. There would be temporary facilities there before the permanent structures were constructed. Julia Collins stated the strategy was to get the pavement down and the park and ride open and then work with the County as they moved the road. When the road was moved, it could allow more parking spaces and a different location for the facilities. She noted Summit County would award \$1.8 million with a 20% match this next fiscal year and those funds would go to Phase Two.

Council Member Rubell asked if the project was presented to the Planning Commission or to the County. Collins indicated staff worked closely with the County since this was in their jurisdiction. Council Member Rubell referred to Exhibit E, Page Three, regarding

what made park and rides work. He asked if the same efforts that would be put on Quinn's Park and Ride were evaluated against Richardson Flat to see if that location would have worked. He noted as he looked at the fatal flaw analysis, Richardson Flat was scored lower for not having wayfinding signs and that there wasn't Transit service and asked if the scoring would be higher by adding signs and service to that location. Robertson stated the problem with Richardson Flat was the location because vehicles would have to drive toward town and then turn left and go 1.5 miles out of the way. A road would have to be built to access the Richardson Flat site quicker to make it more convenient.

Council Member Gerber asked who staff worked with in Summit County through this process and asked if they had concerns. Collins indicated staff worked with Pat Putt, Peter Barnes, Caroline Rodriguez and others. Collectively, they looked at the issues for the three different parcels. Council Member Gerber stated the Richardson Flat area was being annexed and asked if any of that overlaid with the parking area. Margaret Plane stated the City had a 99-year lease on the Richardson Flat Park and Ride parcel and the lease would transfer to the new owner when the land sold.

Council Member Dickey asked what the restrictions were for the park and ride grant. Collins explained the City applied for specific projects with the FTA, and Quinn's Park and Ride was one of those projects. UDOT was the administrator and they stated the longer the City sat on funds the less likely it would be that they would award future grants to the City. Council Member Dickey clarified there was not a use it or lose it date. Collins stated the money was awarded in 2017 or 2018 so the City had it for a while. Council Member Dickey asked if Transit would stop at the park and ride every 15 minutes. Collins stated 15 minutes was the goal for servicing that lot. It would also be on the express route to the resorts. Service might not start out at every 15 minutes though. Council Member Dickey asked if the City could send Council the traffic study and sensitivity analysis to review.

Council Member Toly asked what months the traffic study was performed and noted traffic during COVID could alter the results. Robertson indicated data had been collected from previous years. Council Member Toly indicated the analysts didn't study all the new developments. Robertson stated traffic counts were also used. Council Member Toly asked why Transit had never been tried from Richardson Flat. Robertson stated there was a concern of not being able to get to the park and ride. Collins indicated some concerns were that Richardson Flat was leased and not owned and there were soils issues so the City couldn't put a sign in the ground or add restrooms. This site was used in the past for parking for events such as the Sundance First Amendment March. The Quinn's site was more accessible, but staff did not intend to disregard the Richardson Flat site. Council Member Toly asked what the estimated cost of bus service was if it ran every 15 minutes. Dias indicated Transit was building this into the level of service for next year with the dedicated bus lane. Council Member Toly

asked why installing a stop light at the Quinn's Park and Ride intersection wasn't in the plan. Robertson stated UDOT would not allow the stop light so close to the other stop light, but when the road was moved a stop light could be installed. Mayor Worel opened the item for public input.

Bill Ciraco stated there was an existing park and ride with 750 spaces. The cost for the new lot would be \$3.5 million. He was not in favor of letting Richardson Flat sit unused while the City spent more to build another lot that was unproven as to its effectiveness. The City couldn't make Richardson Flat work and he asked what made the City think it could make Quinn's work. He suggested spending a lesser amount to make Richardson Flat work.

Eric Moxam thanked staff for the presentation. He stated the City may or may not lose future federal funding if this project didn't proceed and he thought having federal funding didn't make the project the best solution for the community, especially with all the growth in the surrounding areas. He didn't think there was any cooperation with the County since some of the officials were opposed to the location. He asked why Wasatch County wasn't involved with the project and stated projects should include surrounding entities. The Jordanelle development, Heber, and Midway were growing and were being driven by the proximity and attractions of Park City, including the resorts. He suggested the resorts should be asked to contribute to traffic solutions since they contributed to the congestion. He also thought traffic solutions could not be properly evaluated until the City knew how the resorts would limit day visits. He related problems with the ski resorts. Council Member Rubell indicated both resorts had offered to work with the City on traffic solutions. Moxam stated actions were louder than words.

John Greenfield agreed with Moxam and suggested giving the resorts options on how to participate with the City. With regard to the Richardson Flat lot, he indicated there were many drivers going down the road and there was back up at the stop light onto SR248. If the park and ride was there, backup would be so much worse and that was the reason the City needed to construct an additional road. He suggested using the southern lot and the northern lot. He also suggested more frequent bus stops such as five- or 10-minute wait times during peak traffic hours.

Rich Ford read part of Exhibit D from the packet and stated relations were strained between UDOT and Summit County. He thought Summit County wasn't included in this process and a lot of problems arose from lack of communication. He expressed concern with the lack of a traffic light at that location and urged Council to pause on the project and do another traffic study.

Deb Rentfrow agreed with the comments and concerns for why the park and ride was not a good idea. She didn't think the traffic study was accurate because of COVID and new development. She added the study reviewed 15 minutes of peak traffic and stated

peak traffic was more than 15 minutes. There was reference to the express bus lane, but that was only 1.5 miles and then the bus had to merge with the rest of traffic. She thought moving the intersection needed to be studied and didn't think it would be safe. She suggested having pilot projects to run Transit at Richardson Flat. She didn't think the Quinn's Park and Ride would solve the traffic problem.

Clive Bush eComment: "Based on the evaluation by Mr. Benson there is much more required than simply building the parking lot to make this a successful project - what has been done or reported on regarding these additional requisites of dedicated bus lanes both in and out, movement of people around town and favorable surroundings rather than a cement factory. Why wouldn't the City promote Richardson Flats with the new traffic light as a viable pilot to study. This seems to be another wing and a prayer rather than a complete solution that will garner some use like Ecker Hill PnR, but ultimately without the coordination with other partners as well as other improvements mentioned by Mr. Benson, and UDOT'S ability to rescind the lease at any time for the land use a rather speculative venture that is only viable because the City is spending someone else's (federal) dollars...Much better to build on land the City owns, controls and is in a better location? The staff work session on transportation mentions Gordo - which may offer a better location on city owned property on the inbound side of this intersection from all directions that would capture more people?"

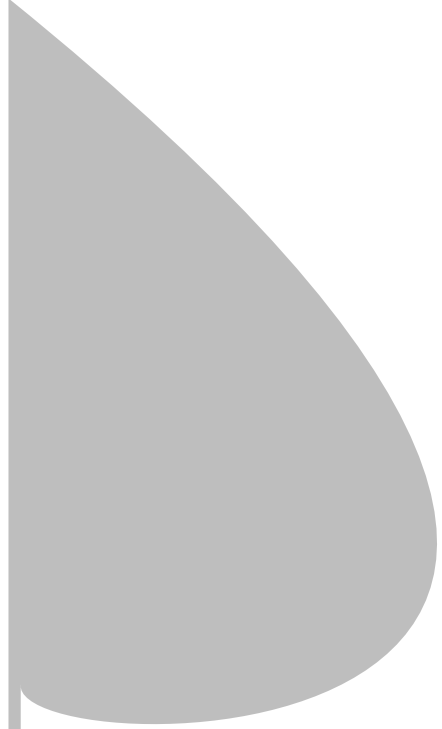
Mayor Worel closed the item for public input.

Council Member Doilney disagreed with the public input and stated Council did a lot of research before making this decision. There was collaboration with the County and he noted two of the County Council members supported the Quinn's Park and Ride. He stated Richardson Flat had been used for many things and it never worked because it was inconvenient. Park and rides in other states were right off the highway. He agreed the left hand turns to get to the lot was a problem. He thought the lot would be full in the future and the assumption was that every car was going into Park City, but he noted many cars would be there when people were going in other directions too. He thought the resorts should run shuttles to and from the park and rides to the resorts. He supported moving forward with the project.

Council Member Toly didn't know if Quinn's would promote behavior change and didn't think it would make a dent in the traffic. She felt SR248 was already dangerous in that area and more traffic would make it worse. The language from UDOT regarding liability for potential hazards was concerning. She requested another traffic study and for staff to give Richardson Flat another try.

Council Member Gerber stated the goal was to take cars off the road. Building the lot itself would not be enough. There needed to be incentives, such as paid parking at the resorts. Those initiatives would help promote the benefits of the park and ride. She

APPROVED 0



reviewed, until conversations with Vail and Deer Valley could be scheduled, and additional information could be received about moving the road. Council Member Rubell seconded the motion.

Matt Dias stated Robertson worked hard for the past 2.5 years on this project. UDOT was a great partner on this project and a federal grant was in the balance. He thought it would take time for staff to get the requested information. He requested a hard pause on the project, which meant there wouldn't be a park and ride for the next skier season for the inbound express lane. Staff needed to have an answer and he needed to take pressure off the Engineering Department, who worked hard to meet this deadline. He asked Mayor Worel to help with interactions with UDOT since their perception was that they were trying to help Park City and were repeatedly rejected. He couldn't commit to providing the parking lot by next season. This pause would take the heat out of the situation and would give staff time to work with stakeholders and to deploy a liaison to work with the resorts. Council Member Toly asked if Richardson Flat could be a pilot program for next year. Dias stated there were some things that could be looked at but he couldn't commit to that request and indicated he didn't want to disappoint people in the community.

Council Member Rubell asked if the requests needed to be listed. Dias stated the City Recorder would listen and give a list to the City Manager. Robertson clarified the RFP would need to be reissued since the bid was only good for 45 days and would expire April 17. Council Member Gerber asked if some Council members requested a new traffic study or to review the current traffic study. It was indicated Council requested to review the current traffic study.

RESULT: CONTINUED TO A DATE UNCERTAIN

AYES: Council Members Dickey, Gerber, Rubell, and Toly

NAY: Council Member Doilney

Council Member Dickey was excused at 9:10 p.m.

5. Consideration to Authorize the City Manager to Execute a Professional Services Agreement, in a Form Approved by the City Attorney with Parametrix, Inc. for an Amount Not to Exceed \$30,072.68 for the Design of Bus Stop Site Improvements at Meadows Drive and McPolin Farm:

John Robertson, City Engineer, stated this contract was for design work for a bus stop that would connect the stops to the trail system. The funds would come from the Transportation Fund. The project would come to Council for approval next spring. This contract would be for the pads for the shelters. Gabe Shields, Transportation Engineer, stated he rode the bus from Salt Lake City to Park City and indicated the current bus stop was a sign and was not an incentive for riders.

Council Member Gerber asked why a pad was being constructed at the Aspen Springs stop. Julia Collins, Transportation Planning Manager, stated staff looked at upgrading all the bus stops in the City. Staff applied for a grant for this location and one requirement was that it be adjacent to a UDOT-owned facility. Staff also applied for additional FTA and other grants for the top 10 bus stops in the City limits. They did a full evaluation and these stops were prioritized, but staff also considered which locations would get the most consideration for grants.

Mayor Worel opened the item for public input. No comments were given. Mayor Worel closed the item for public input.

Council Member Rubell moved to authorize the City Manager to execute a professional services agreement, in a form approved by the City Attorney with Parametrix, Inc. for an amount not to exceed \$30,072.68 for the design of bus stop site improvements at Meadows Drive and McPolin Farm. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Rubell, and Toly

EXCUSED: Council Member Dickey

6. Consideration to Authorize the City Manager to Execute Two Professional Services Agreements, in Forms Approved by the City Attorney for Construction Management with Wall Consultant Group, Inc. 1) for an Amount Not to Exceed \$175,771.19 for Quinn's Junction Park & Ride; and 2) for an Amount Not to Exceed \$100,720.63 for the Park Avenue Bus Stop Site Improvements:

Council Member Gerber asked if the motion needed to be split. Robertson requested that this item be continued to a future date and he would bring back the Park Avenue Bus Stop Site Improvements for approval.

After some discussion regarding the park and ride contract, Rubell stated if the contractor was willing to extend the bid, he would be willing to look at information requested regarding the park and ride in a timely manner.

Mayor Worel opened the item for public input.

John Greenfield stated it was frustrating to work on projects and then not have them come to fruition. He thanked staff for all their work.

Mayor Worel closed the item for public input.

Council Member Gerber moved to continue to date uncertain the authorization of the City Manager to execute two professional services agreements, in forms approved by the City Attorney for construction management with Wall Consultant Group, Inc. 1) for

an amount not to exceed \$175,771.19 for Quinn's Junction Park & Ride; and 2) for an amount not to exceed \$100,720.63 for the Park Avenue Bus Stop Site Improvements. Council Member Toly seconded the motion.

RESULT: CONTINUED TO A DATE UNCERTAIN

AYES: Council Members Doilney, Gerber, Rubell, and Toly

EXCUSED: Council Member Dickey

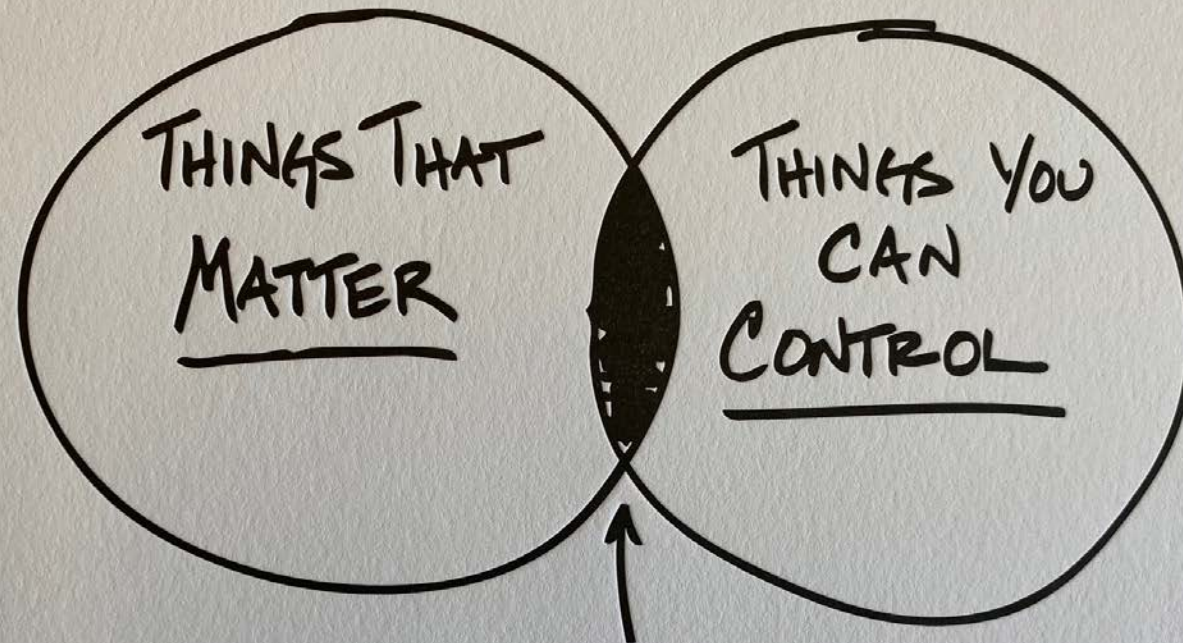
X) ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

Transportation





WHAT YOU SHOULD FOCUS ON

2023

Transportation Work Session Overview

- Traffic & Immediate Mitigation Strategies
- Transit
- Long Range Planning
- Disruptive Ideas

TRAFFIC

- What does successful traffic mitigation look like?
- How should the city prioritize efforts among the available levers for traffic mitigation?
- What are the council's priorities in addressing traffic?
 - o Reduce travel times for in-town car trips?
 - o Address inbound/outbound bottlenecks for regional trips?
 - o Reduce peak traffic volumes?
 - o Reduce cut-through traffic in residential neighborhoods?

TRAFFIC

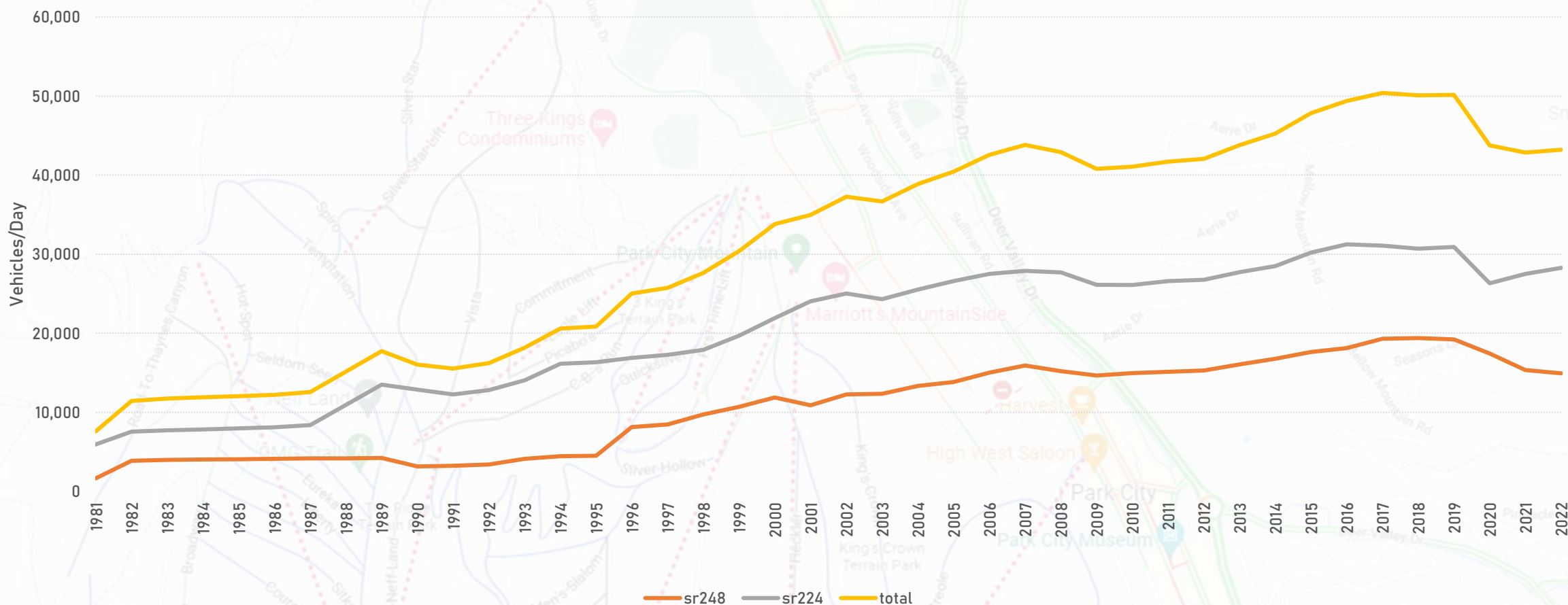
The community feels like traffic is negatively impacting their quality of life. How do we address this?

- Where are people coming from through our entry corridors?
- Are more people using single occupancy vehicles vs. riding transit, carpooling or taking a hotel shuttle?
- How many peak days do we have and how do we determine peak days?
- Is there a peak demand at only certain times of the day?
- What did we learn from our President's Week experiment?

Citywide Traffic

Vehicle traffic on our two entryways has historically increased in line with the economic growth of the City.

AADT Radar on 224 and 248 into Park City
(Annual Average Daily Traffic)

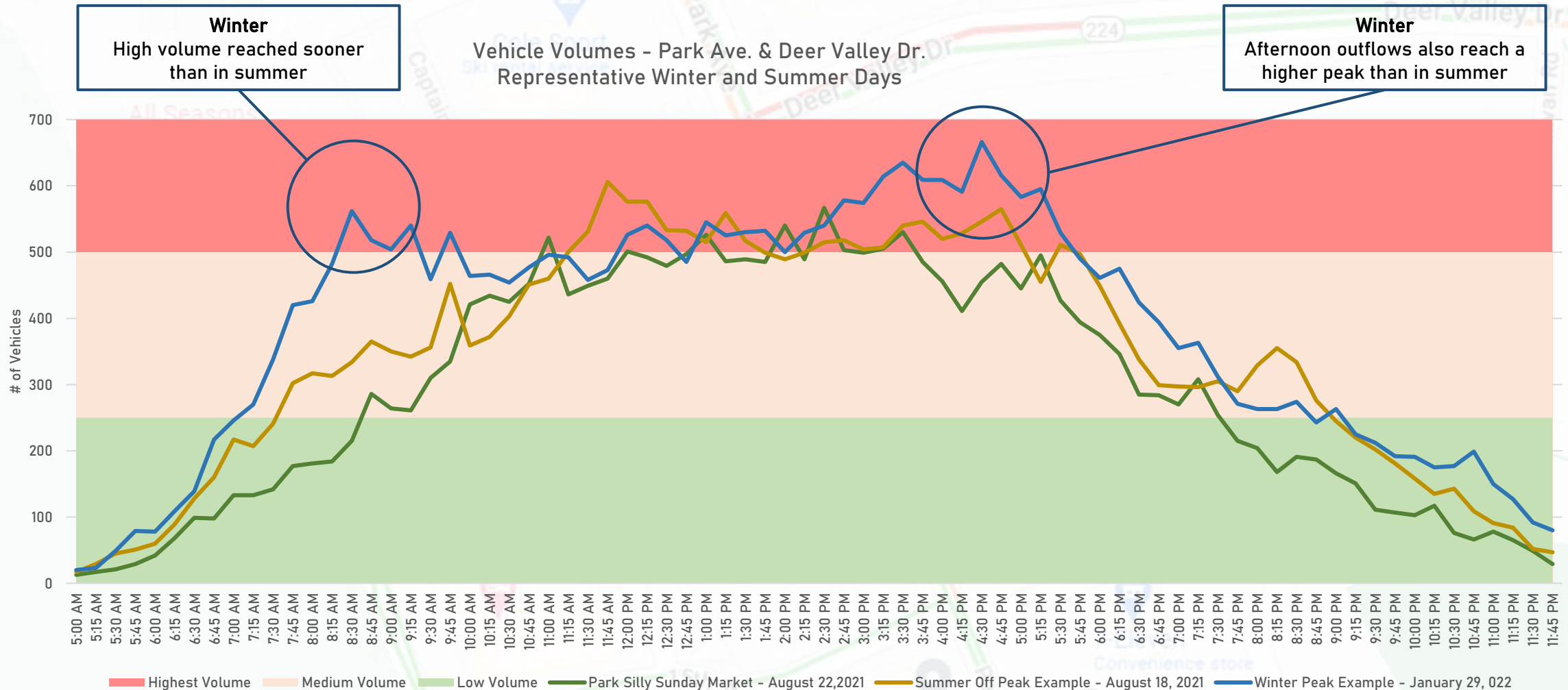


Source: UDOT, Park City Municipal Corporation. As of February 25, 2022. Note: 2022 data is sourced via light signals as opposed to radar.

Park Ave & Deer Valley Drive – Hourly

Zeroing in on the Problem

Specific roadways and corresponding levels of service are reaching high volume at specific hours of the day. As volume ramps in narrow time windows, free-flow speeds decay. In winter, a peak is reached sooner than in summer.

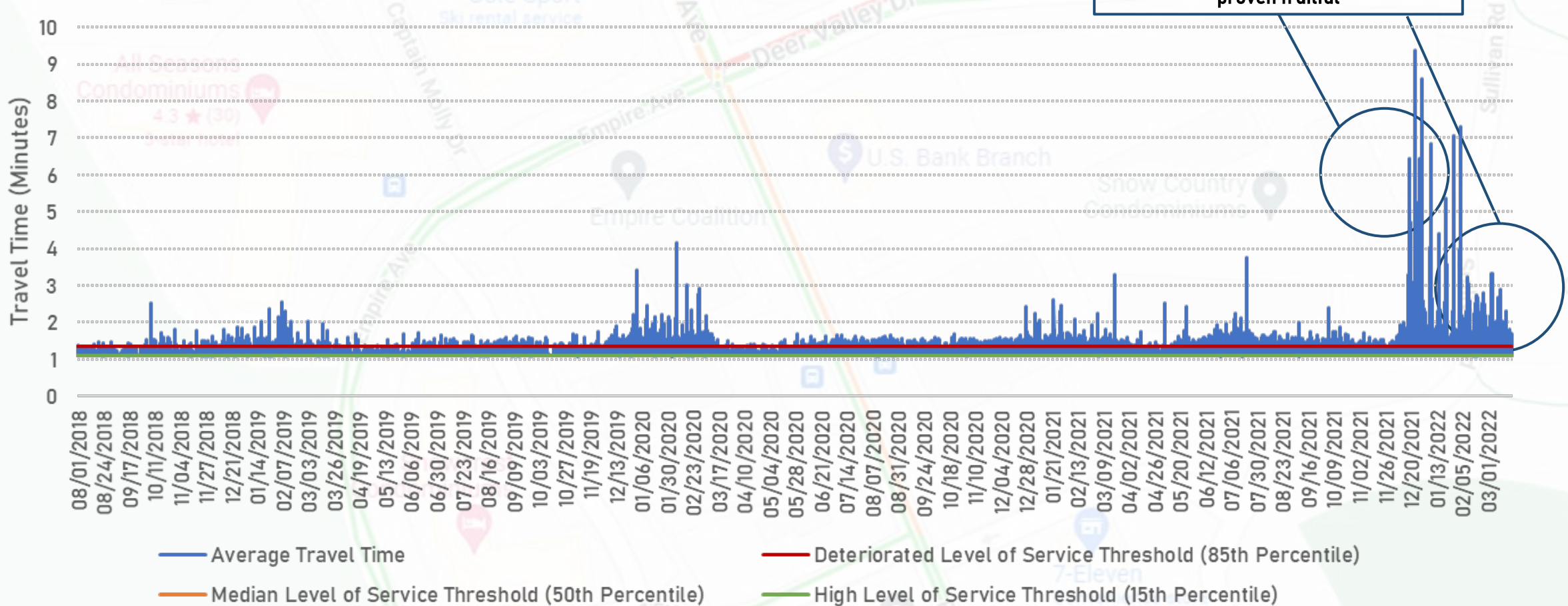


Source: UDOT IPEMS, Park City Municipal Corporation. As of March 8, 2022.

Empire to PCMR Drop-Zone

Travel times to key base areas have proven challenging, yet mitigation efforts are improving conditions.

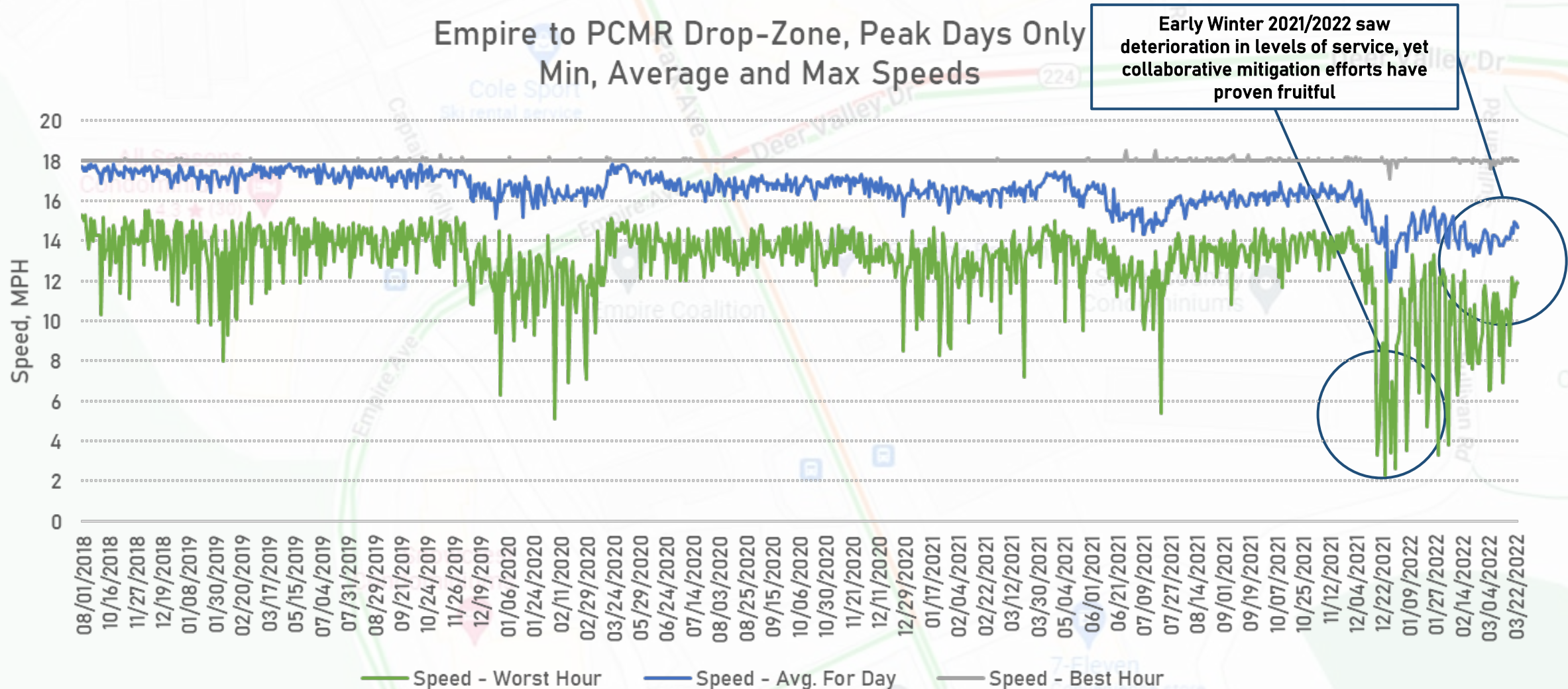
Empire to PCMR Drop-Zone Travel Time Aug. 2018 - March 2022



Source: UDOT IPEMS, Park City Municipal Corporation. As of March 8, 2022.

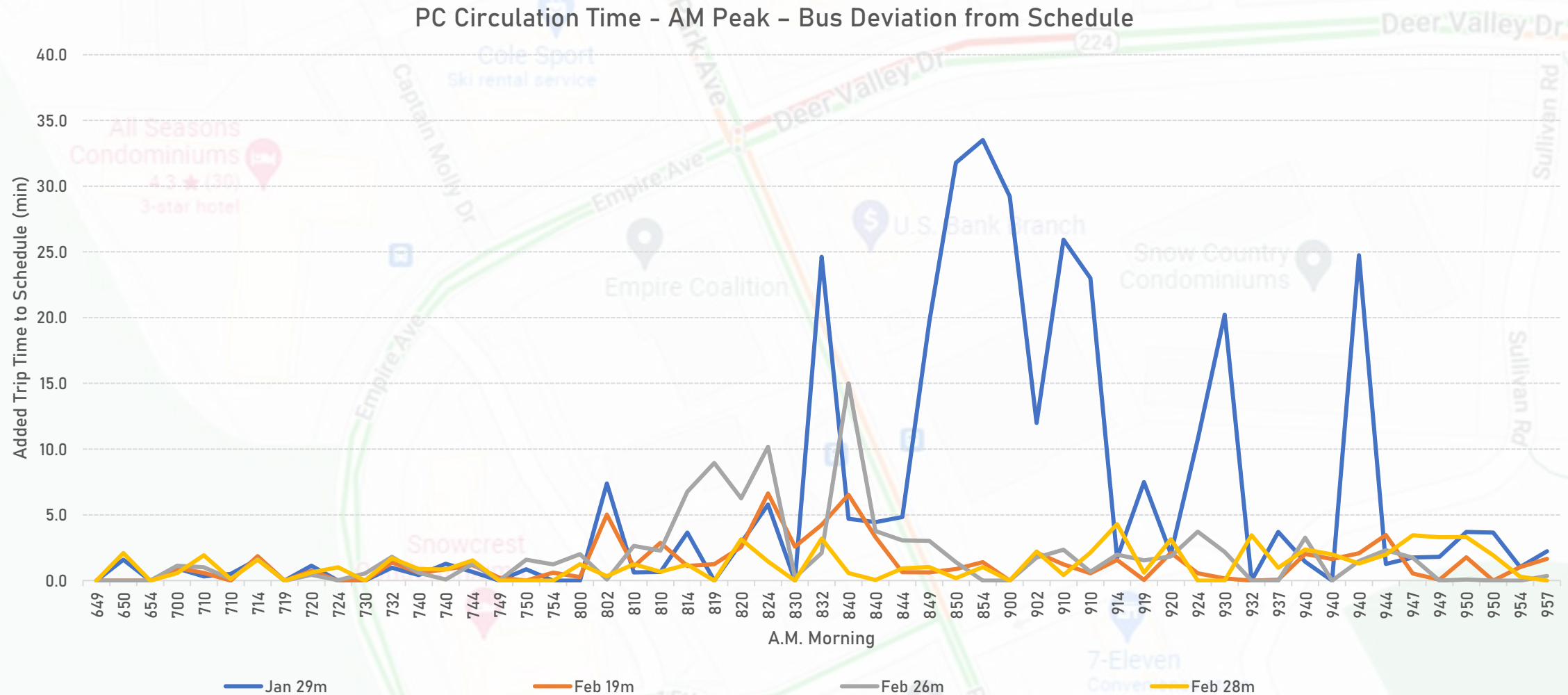
Empire to PCMR Drop-Zone

Travel times to key base areas have proven challenging, yet mitigation efforts are improving conditions.



PCMC's Transit System Feels the Effects

When traffic flows negatively compound bus trip times are equally affected. Mitigation efforts are benefitting transit travel times.

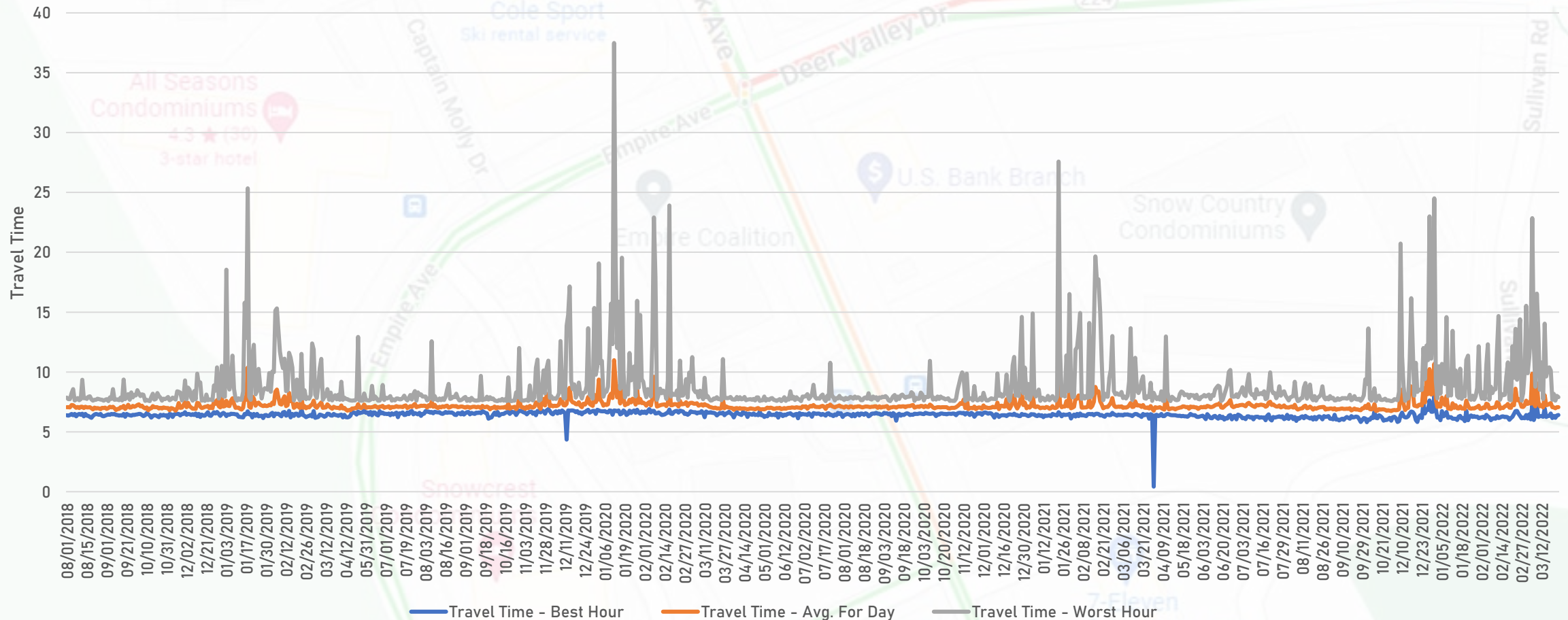


Source: Avail, Park City Municipal Corporation. As of March 8, 2022.

224 Inbound on Peak Days

The experience on 224 has largely been consistent with the past.

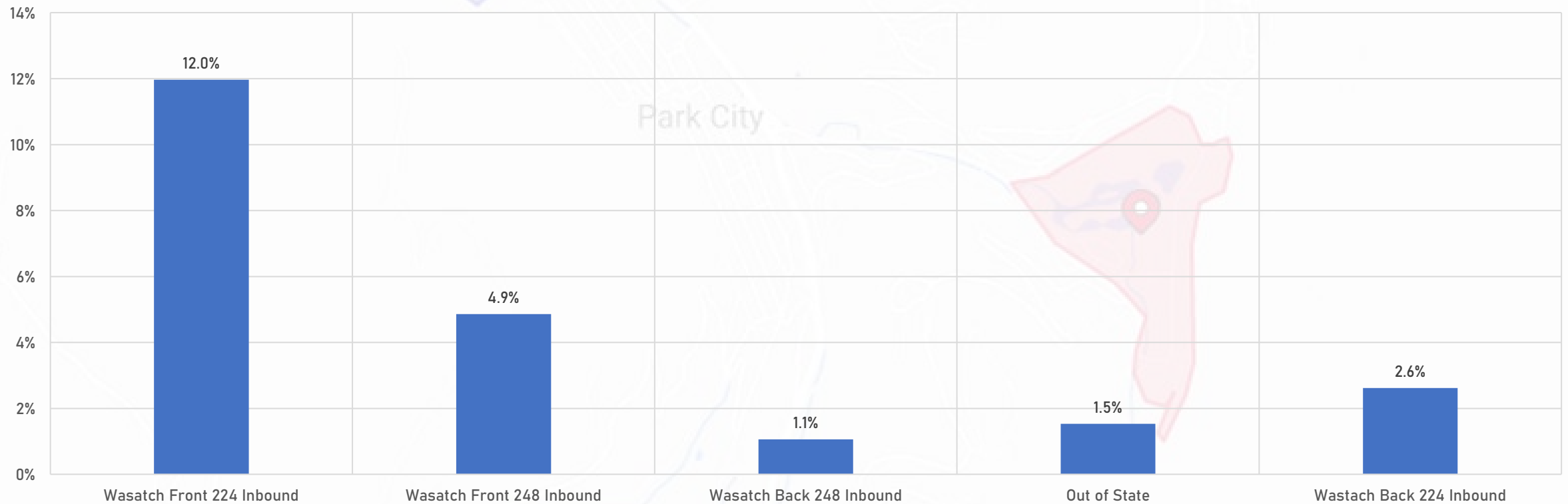
224 Inbound to Kearns
Travel Time



Source: Avail, Park City Municipal Corporation. As of March 8, 2022.

Where do Winter Visitors Come From?

Top % Visitors Through PCM Classic Base by Home Location
If Home Location Detected
Jan. 2021 - Feb. 2022

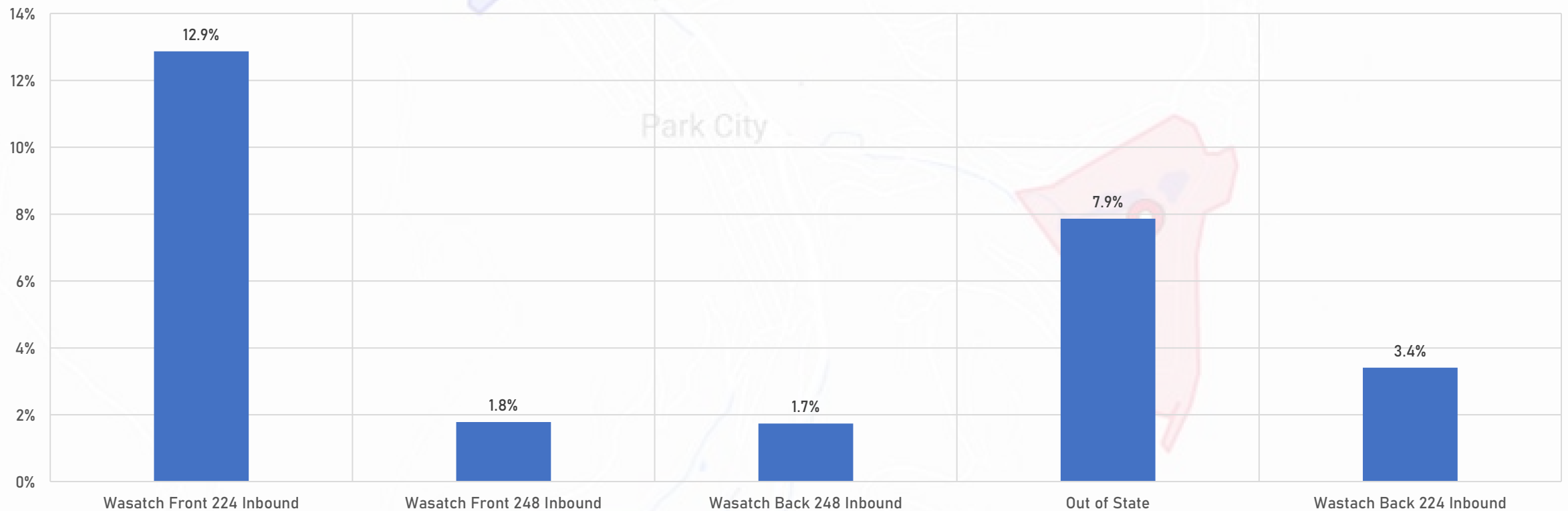


Source: Placer.ai, Park City Municipal Corporation. As of February 25, 2022.

Note: Visitor home locations are based on detection of where cell phones that have visited the above location reside during hours of the night. In the case that data about the night-time location of a visitor's cell phone is not available the home location of that visitor will not be counted in the data set. Therefore, the above data comprises the home locations of visitors in the case that a home location was detectable. In turn, the graph above will not sum to 100% as it does not comprise the full set of all visitors into this space over the date range specified.

Where do Winter Visitors Come From?

Top % Visitors Through DV Base by Home Location
If Home Location Detected
Jan. 2021 - Feb. 2022

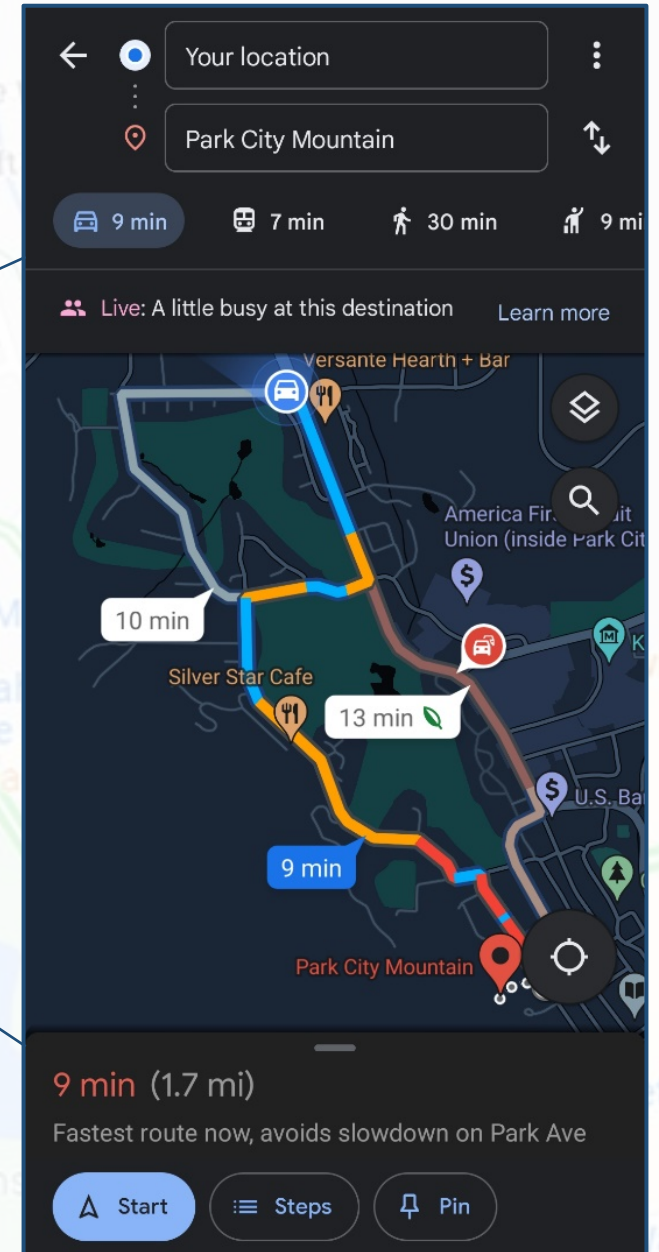


Source: Placer.ai, Park City Municipal Corporation. As of February 25, 2022.

Note: Visitor home locations are based on detection of where cell phones that have visited the above location reside during hours of the night. In the case that data about the night-time location of a visitor's cell phone is not available the home location of that visitor will not be counted in the data set. Therefore, the above data comprises the home locations of visitors in the case that a home location was detectable. In turn, the graph above will not sum to 100% as it does not comprise the full set of all visitors into this space over the date range specified.

Emergent Challenges

Tech platforms advising app users to utilize neighborhood roads to circumvent congestion.



Traffic Goals

1. Protect residential neighborhoods – reduce cut-through traffic
2. Transit Efficiency
3. Vehicle Traffic Flow

Does Council agree with these goals and the priority order?

Immediate Traffic Program Ideas to Potentially Explore

(within the next 3-8 months)

1. Neighborhood Traffic Management Program (NTMP) Re-visioning
2. Resident Access Pass Program
3. Permanent regulatory signs in neighborhoods (w/ seasonal & hourly restrictions)
4. Temporary Pedestrian Enhancements (resort & downtown areas)
5. Intersection Improvements – Ex) Double Left onto Deer Valley Dr. From Park Ave.
6. No Left turn sign on Chambers (From Marsac)
7. Dedicated Traffic Division

Traffic Operations Options for Next Winter

Traffic Division Options		
Alternatives	Total Cost	Mitigation Level
1. Fallback - Pre-Presidents Week (status quo)	\$75,000	Medium
2. Maintain - Presidents Week level for entire winter	\$900,000	High
3. Enhance - Traffic Division	\$3,000,000	Highest

Traffic – Parking Enforcement Philosophy

Winter Season (Dec. 1 – March 21) - 4224 Total Tickets written
2,587 Warnings – Vast majority are first time meter violations + a few idling notices.
1,637 Tickets with Fines = \$68,770

Current Ticketing Procedure

Parking Services issues tickets with fines to repeat violators. If a vehicle has no history of receiving tickets or are exceptionally older tickets, we issue a warning. The exceptions are egregious violations that cause traffic or pedestrian flow disruption- in many cases, those are also towed by Police.

Who are our biggest violators?

- Most tickets are issued to visitors in the form of 1st time meter violation warnings with no fine unless they're encountered in violation again in the future.
- Very few tickets (less than 100 per year) are issued to residents and most are warnings/conversations to solve the problem and help guide them to alternative parking solutions- almost every resident is highly appreciative of this approach and we find excellent compliance/adhesion after a conversation takes place.
- Most habitual violators are workforce in Old Town trying to work around the paid parking program and/or refuse to obtain the proper permit. The majority are responsive in correcting behavior, but there are a handful that accrue tickets to the point of multiple tickets and eventual impound.

Does council agree with this philosophy? Or, do you want to discuss a different approach?

Staff can schedule a date to return to council for a deeper dive into parking fees & fines if desired.

Traffic – Police Enforcement Philosophy

Winter Season (Dec. 1 – March 21) – 980 Total Traffic Stops

816 Warnings

164 Citations

- Traffic violations that are egregious, endanger the general public or committed by repeat offenders, typically result in a citation.
- Resort town philosophy
 - Not heavy handed
 - Officer's discretion
 - Change behavior and educate
 - Desire to treat everyone fair and equitable

Does council agree with this philosophy? Or, do you want to discuss a different approach?

Traffic Questions

- Fall back, maintain, or enhance?
- To what extent do you want to stand up a traffic division?
- And, at what level of service?

Transit Solutions

We Heard from The Community...

**Express
service to
major
destinations**

**Micro-
Transit**

**Dedicated
Bus Lanes
from Park &
Rides**



What We are Doing...

- ✓ Short Range Transit Plan
- ✓ Transit priority lanes on 224 & 248
- ✓ 224 Bus Rapid Transit (BRT)
- ✓ Quinn's Park & Ride
- ✓ Electric Fleet
- ✓ Microtransit pilot
- ✓ Improve bus stops
- ✓ Improve technology to be more user friendly

Transit – Moving Forward

Short Range Transit Plan Considerations

- Cover New Areas
- Fast Direct Service
- Minimize Transfers

Micro-Transit Pilot

- Proposal to launch a micro-transit pilot for an area currently underserved: Park City Heights or Park Meadows
- Microtransit is a step between TNCs (Uber Lyft Taxis) and Fixed-Route service
- Not intended to replace direct rides, but to supplement the transit service and provide greater coverage
- We have an opportunity for collaboration with High Valley Transit
 - **Updated estimate for HVT pilot is \$400K for 6 months (cost varies based on number of vehicles and hours)**
 - This is an all-inclusive solution – vehicles, drivers, customer service, app, etc.
- Or, we can issue an RFP for the pilot
- An RFP will be issued for a permanent service
- Returning to Council on April 28th with details on options and request for pilot plan approval.

Transit Operations



Goals:

- Increase ridership to pre-pandemic levels
- On time performance at 85%
- Zero missed trips due to operator availability – increased wages and retention programs to ensure fully staffed
- Less than 15 avoidable accidents per calendar year



Transit Operations



Challenges and Opportunities:

- Need for comfortable work environment
- Need to increase salaries to compete with market.
- Need to increase number of drivers to provide more break opportunities
- Adequate time at end of line for bio breaks and time out of the seat
- Easy to access comforts (food, water, break room)
- Additional breakroom facilities/end of line amenities
- Training Opportunities
- Celebration and Recognition programs (accident-free awards, anniversaries, accolades)

Transit Questions

Who should be served by Transit and in what priority order?

- Transit Dependent/Employees
- Residents
- Visitors

How should we base service decisions?

- Ridership
- Traffic travel patterns
- Frequency needed
- Cost
- Community Feedback
- All of the above

How do we get the community to embrace change when we roll out the Short Range Transit Plan?



Long Range Transportation Plan: Park City Forward

Long-range blueprint that sets forth a multi-decade strategy for transportation investments for all modes of transportation.

- Responsible plan with phased approach**
- More than traffic solutions**
- Fiscally responsible**
- Report and Project list needed to direct grant applications and transportation next-steps**

Full report and project list coming to Council in May

An entire section of the LRTP is devoted to “big concepts” projects. We have budgeted funding to do targeted studies, we have identified locations for infrastructure investments. Let’s talk about where to spend our time.

QUESTION #2

A. Widen roads to accommodate increases in traffic?

- Less delay/less traffic/higher level of service

OR

B. Invest in alternative transportation modes and technologies to accommodate mobility. Road expansion should be considered only in critical situations to support transit.

- Requires change in human behavior, may cost more to park/drive, bigger investment in transit infrastructure and service

QUESTION #1

A. Provide new parking areas and mobility options **outside of city limits?**

- Requires additional land that may have identified uses
- Prevents more cars from coming into the City

OR

B. Provide new parking areas and mobility options **outside of Old Town**, but still closer to destinations?

- More cars on gateway corridors

OR

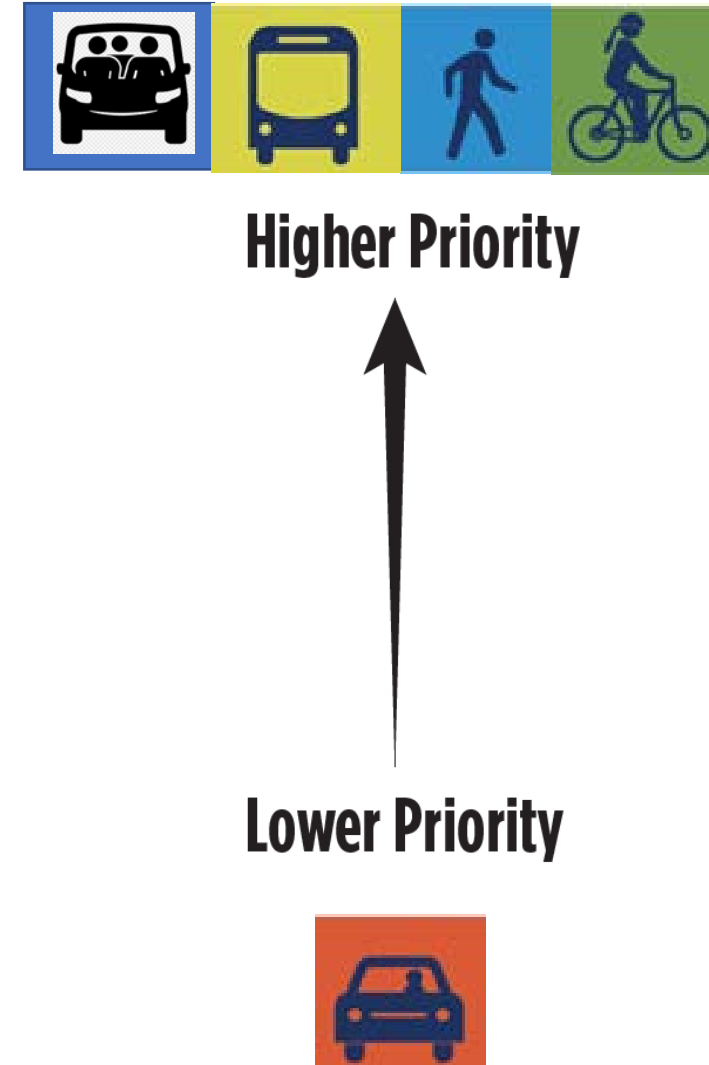
C. Provide new parking areas and mobility **as close as possible** to major destinations?

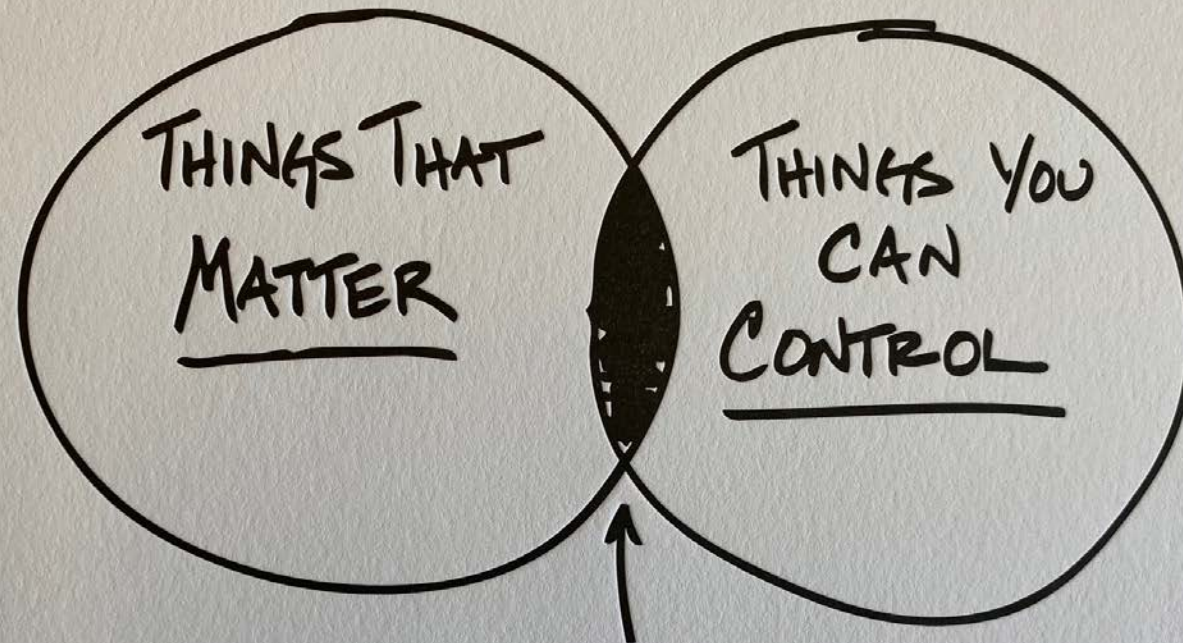
- More cars on local streets and gateway corridors to Old Town

QUESTION #3

A. What is the mode we should be targeting on our gateway corridors during peak times?

- Transit, High occupancy vehicles, walk/bike
- Single occupancy vehicle use





WHAT YOU SHOULD FOCUS ON

2023



The Future?



The Las Vegas Convention Center Loop in June. John Locher/AP Photo

Big Ideas the community is talking about...

Complex

Expensive

Controversial

Disruptive

Sacrifice

**Requires
collaboration &
partnership**

Disruptive Ideas

1. 248 jurisdiction transfer, reversible lanes, widening
2. New/additional in-town parking garage
3. Pedestrianize Main Street
4. Gordo as a Park & Ride
5. Use of Alternative Access points – Guardsmans and Deer Crest
6. One-way - Bonanza, 248, Park Ave, Deer Valley Drive
7. Staggered start times for work, school and play
8. Required Parking reservations for event and resort visitors
9. Paid parking as a TDM tool for events and resorts
10. Rail Trail expansion for Transit or Aerial
11. Airport lounge partnership with business community – transportation to Park City
12. Tesla tunnel & Autonomous vehicle to aerial
13. More regional public transportation solutions between Wasatch Front and Park City
14. Drone deliveries
15. Construction vehicle and delivery restrictions
16. Congestion pricing – toll roads at peak times

Quinns Junction P n R



PROJECT HISTORY

Fall 2016 - Adding a Park and Ride in the Quinn's area was part of the 3rd quarter voter approved County wide bond for Transportation projects.

November 9, 2017 - Overall programmatic update to City Council that included updates on local and regionally significant transportation projects included the park and ride improvements on SR-248.

March 24, 2018 - Staff issued an RFP for the park and ride site evaluation and design.

February 28, 2019 – City Council approved PSA w/ AECOM for final design and plan preparation services.

April 16, 2020 – Update to Council regarding the Project that included a recap of the initial policy direction related to site constraints, available funding, and a summary of the planning/design/analytical work conducted to that date in time.

July 29, 2020 – First addendum executed to prepare a traffic impact study at the request of UDOT

October 2020 – Preliminary project plans and Fatal Flaw Analysis presented to JTAB

February 17, 2021 – Traffic Impact Study completed

January/February 2022 – Project advertised, and bids opened.



CONSIDERATIONS

- Project should require limited land acquisition, low cost, and quick to build
- Must accommodate frequent transit service – (Transit will be increasing service to the site when completed)
- Future inbound bus-only lane on SR-248 for transit priority – (Completed summer of 2021)



CONSIDERATIONS

Fatal Flaws Analysis:

- Looked at three parcels, including Richardson Flat
- Determined constraints, opportunities, and construction costs
- Selected parcel was most cost effective and met goals of project team (UDOT, Summit Co, PCMC)
- More expensive to retrofit Richardson Flat with better access than to build new



FUNDING

2018 - PCMC awarded Summit County TST money (\$405,000) for design of park and ride

2018-2019 \$4.5M programmed w/ approximately \$3.9M awarded in Federal Transit Administration (FTA) 5311 for construction

(This funding is solely for the Quinns PnR project and cannot be repurposed)

2020 Transit Sales Tax \$350,000 allocated to the project

Current Opinion of Probable Improvement Cost - \$4.3 million*

*This updated total cost is higher than the amount shown in the FFA completed in 2019 due to increased construction costs over the last few years, added in infrastructure (e.g. bus charging units) and construction management services not included in 2019 FFA estimates. All three estimates in the 2019 FFA estimates would be increased by similar amounts.





Park City has such a rich cultural history, largely centered around its mining heritage. It's so important that we embrace and celebrate our mining heritage - both for locals to feel rooted in Park City's history and to connect with visitors on a deeper level. As we develop as a sustainable destination, we're looking for meaningful ways to highlight Park City's historic landmarks and support our historical and cultural communities.

Converting Ontario Mine #3 to a shared public space would create a unique, historical venue to host cultural events and share more about Park City's mining history in the process. From a logistical perspective, converting Ontario Mine #3 helps support many of our sustainability goals as a destination: it's located on a public bus route to encourage public transit, celebrates our rich mining history, and provides an all-weather venue to host community programs and cultural events. We firmly support converting Ontario Mine #3 into a space that invites our neighbors and visitors to connect with each other and Park City's mining culture.

Jennifer Wesselhoff, President/CEO, Park City Chamber of Commerce | Convention & Visitors Bureau

I join Marianne Cone and others in their efforts to begin to investigate the possibility of occasionally opening the exhibits in the Ontario #3 to groups of interested residents and visitors. The artifacts that remain there tell a fascinating story and there's no better place to display them than the facilities of the Silver Mine Adventure that were constructed for that purpose. The effort needn't be expensive nor invasive of space that Park City Public Works needs for storage of equipment and supplies. The interest in Park City Mining History seems to be growing through the skiing tours and summer hiking tours. People are fascinated with stories about our efforts to stabilize the old mining structures.

Sally Elliott, Co-Chair
Friends of Ski Mountain Mining History

Ontario #3 Mine Event Center Proposal

Last summer I was asked to visit the Ontario Bench warehouse with Aiden Lille, Heinrich Deters and others from the Park City Museum to discuss the disposition of the exhibits from the Park City Silver Mine Adventure. In the 1990s I worked for United Park City Mines as a concept designer, historical consultant, copywriter and sometimes fabricator of the exhibits displayed at the Adventure. At present Jordanelle Special Services District (JSSD) houses most of the exhibit materials in their portion of the building and would like to have them removed. After more than 20 years the exhibits are in surprisingly good condition which led me to consider the solution described below as to their use.

I would suggest that the warehouse is not being used to its full potential. Public works is using it for storage and a workspace. I believe with a minimum of work and funds, the space could continue to serve public works and could become an event center and provide income to the City. Here are its advantages:

- Heritage tourism is a factor in planning vacations, especially by families, and fulfills one of the City's goals of promoting visitors.
- The Ontario #3 is an important and authentic historic site. When approaching the site, the hoist room, shaft room and warehouse (once a machine shop) dominate one's view. The front façade emulates a method of timber support used underground (called square set stoping).
- With some additions, there are enough exhibits left from the Park City Silver Mine Adventure to tell the Park City mining story.
- The space is ADA compliant, has a large parking area, large public restrooms and open areas that would accommodate as many as 100 people.
- The exhibits are in the JSSD section of the warehouse and to be preserved must be moved.

I would like to state my full and enthusiastic support for preserving and displaying any of the old artifacts from the Park City Silver Mine Adventure that are currently stored at the Ontario #3 Mine Site. I was the Project Manager for the construction of the Park City Silver Mine Adventure and even was the President and CEO for a few months between operators. It is an outstanding piece of cultural art and is an extraordinarily detailed showcase of Park City's rich mining history. It is truly unique and if anything can be done to share or showcase any of the old exhibits, I think that would be very beneficial for the city.

Rory Murphy

The Ontario #3 is PERFECT for telling our mining past, and I think a nice collaboration project with the City to work together, raise awareness, and create a new concept exhibit for the community.

*Randy Scott, President
Park City Historical Society & Museum
Historic Preservation Board Member*



Recently, I was visiting with a young man somewhere in his thirties, from the Wasatch Front area. During our visit I described my background as having been a miner in Park City. He was completely taken back and expressed how surprised he was that Park City was originally a mining town. He assumed it had always been a ski and tourism community. This significant lack of knowledge and understanding by the general public is the reason we must never forget to honor those that came before and made Park City the great mining town it was during the 1800's and into the 1900's. If the history and origins of Park City are forgotten, those that sacrificed and struggled to make it what it is today, including my family members, will be all for naught.

Rick Martinez

I fully understand that the public works department is well ensconced in this space, and it would require a duplication of the warehouse building to accommodate their needs.

To create an event space would require the following:

1. Add two to five more panels to tell the Ontario/ mining story.
2. Reassemble the Ontario Canyon model (a three-dimensional, 14 square-foot piece) and move it into the space.
3. Most of the exhibit materials could be attached to the walls, using corrugated metal pieces as backdrop. It may be prudent to insulate between the warehouse walls and the corrugated metal.
4. Exhibit lighting will need to be installed.
5. AV equipment would expand the use of the space.
6. The concrete apron at the front of the building will need to be replaced.
7. Obviously, the space and the exhibit materials would require a thorough cleaning and some repair or replacement.
8. Parking spaces would need to be striped to define and provide adequate access for the JSSD operation.

In mentioning this idea to a few people, I have assembled a group which is interested in helping with this project. They include two world-renowned designers, the Ontario Canyon model maker who works for a Salt Lake exhibit company and a former hoistman at the Ontario. As you can see, others have expressed support of the idea.

Could you please let me know what you think the City might want to do? I am researching comparable spaces and will put together a pro forma for the project if there is interest in proceeding.

Respectfully,
Marianne Cone