JOINT PARK CITY COUNCIL AND SUMMIT COUNTY COUNCIL MEETING
SUMMIT COUNTY, UTAH
March 22, 2024

The Park City and Summit County Councils will hold a special meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online and may have options to listen, watch, or participate virtually. Click here for more information.

Zoom Link: https://us02web.zoom.us/j/88346460709

Light breakfast served at 8:45 a.m.

JOINT CITY COUNCIL AND COUNTY COUNCIL MEETING - 9:00 a.m.

I. ROLL CALL

II. DISCUSSION ITEMS

9:00 a.m. - Zero Food Waste Compact Presentation by Andy Hecht, Park City Community Foundation

9:15 a.m. - Olympics Update by Colin Hilton, Utah Olympic Legacy Foundation President/CEO

9:45 a.m. - Regional Transportation Convening Update

10:05 a.m. - Summit County Park & Ride Study Update

10:25 a.m. - Kimball Junction EIS Update

III. ADJOURNMENT

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.

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

Zero Food Waste 2030 Compact: United for a Sustainable Future

We, local governments, nonprofits, businesses, and residents, are joining together to eliminate food waste from the Summit County, Utah landfill by 2030. Recognizing that food waste is a major source of potent greenhouse gases, accounts for more than half the waste in our landfill, and creates a financial burden for our community, this compact calls on community members to make a united commitment to reduce, divert, and eliminate food waste from entering our landfill.

Park City and Summit County are already leaders in addressing climate change, each having committed to ambitious environmental goals. We share a passion for building a healthier world for the next generation. Reducing and diverting food waste is an immediate and impactful step to improve air and water quality, slow climate change, allocate public funds more wisely, and create a more sustainable future.

In support of the Zero Food Waste 2030 goal, we pledge to:

- Minimize food waste, acknowledging that food production is costly and uses critical resources like water, energy, and land.
- Divert food waste through composting to reduce a key source of methane in our community.
- Collaborate to achieve our goal, knowing that lasting change is only possible when our residents, local government, nonprofits, businesses, and tourists work together.
- Support systematic changes in our community that will ultimately provide more effective, sustainable, and economical waste management practices and tools.
- Educate ourselves on composting and the importance of food waste diversion.
- Share our progress and learnings along the way.

By signing this compact, we pledge our support of the Zero Food Waste 2030 goal and to uphold the principles listed above.

Summit County / Park City Joint Council Staff Communications Report

Subject: Regional Transportation Convening Overview
Authors: Alex Roy and Sarah Pearce
Department: Park City Transportation
Date: March 22, 2024

PURPOSE AND HISTORY

In late 2022, Mayor Worel convened a group of elected officials and staff from multiple regional partners to discuss transportation projects and proposed developments that will have a significant impact on the region. The group includes representatives from Park City Municipal, Summit County, Wasatch County, High Valley Transit, Park City Mountain, Deer Valley, Utah Olympic Foundation, Park City Chamber, Extell, and MIDA.

The Regional Transportation Convening meets regularly to identify shared goals, develop priority projects, and use collective influence to make/recommend substantial changes and investments in our regional transportation system. The recently proposed investments by local ski resorts and the potential return of the Olympics are opportunities to push forward needed projects by attracting State and Federal reinvestment to our region. Below are summaries of the meetings to date.

NOVEMBER 2022 – INAUGURAL CONVENING

A high-level overview of current City, County, and HVT projects were presented

- 224/248 Corridor improvements – intercept lots, Bus Rapid Transit, transit-only lanes
- Increased frequency on transit systems (Park City Transit & High Valley Transit)
- Microtransit expansion in Park City and Wasatch County
- Resort base area development coordination on transportation solutions
- Intersection studies – Kimball Junction (led by UDOT), Park Ave/Deer Valley Dr.

Mayor Worel led a goals discussion, and the group agreed it would be ideal to unite around goals with defined action items. Park City's peak traffic calendar was shared with the group. The group discussed wanting additional information about traffic. The group identified the need for cohesive messaging to help with community perception.
The group discussed ideas:

- The need to remind the community what the resort economy provides
- Targeting messaging to each type of commuter
- Message that the community needs to do their part during peak times

JANUARY 2023

Erik Daenitz from Park City Municipal gave a traffic data presentation.
Key takeaways:

- Traffic directly correlates to growth and sales tax revenues
- 30% of the year is in Peak Demand
- Majority of Peak Days happen in the winter
- Worst time of day for traffic on 224 & 248 is 8am/9am & 5pm
- Majority of traffic is visitors – not residents or employees

MARCH 2023

Mayor Worel gave an overview of the recent PCMC Mayor/Council retreat, highlighting the

discussion on the Gordo parcel and its park and ride potential. Pat Putt, Summit County Planning Director, provided an overview of the upcoming developments in western Summit County. Dustin Grabau, Wasatch County Manager, gave an overview of the developments around the Jordanelle Reservoir and the rest of the County:

- 7th fastest growing county in the nation
- Over the next ten years, 14,000 units (total) could be developed just around Jordanelle
- The plan is for 13 hotels in the MIDA development
- Wasatch County has seen success with the HVT system

APRIL 2023

Alex Roy, PCMC Transportation Planning, provided an update to the transportation project list that was developed between HVT, Summit Co, Wasatch Co, and PCMC. Transit, park and ride locations, roadway projects, bike/ped, and technologies were all discussed. The group agreed that the projects, while all having a strong tie to an Olympic bid, should focus on building lasting projects that can improve daily/monthly transportation conditions.

MAY 2023

Pat Putt provided an overview of the projects in eastern Summit County:

- General Plan process update
- Potential Incorporations
- Union Pacific Rail Trail Corridor Plan
- Oakley's new community town center

PCMC Staff presented an update on the Wasatch Back connections & nodes map. Matt Dias (PCMC) highlighted some concepts on how goals and target metrics could be used to prioritize and advance regional transportation projects.

JUNE 2024

Kurt Krieg and Heather Kruse presented and gave a tour of the MIDA / Mayflower Development (Deer Valley East Village).

OCTOBER 2024

Alex Roy presented the updated Regional Transportation Convening mission statement (Exhibit A) and the Regional Transportation Project List (Exhibit B). The Mission Statement and Project List were developed based on discussions and a survey with the Convening group. Convening Group members also commented on previous drafts to refine the initial project list.

FEBRUARY 2024

Carl Miller, Alex Roy, and Jeremiah Simpson (project consultant with Kimley Horn) summarized the work underway as part of the Summit County/ Park City Regional Park and Ride study. Carl Miller also gave an overview of the three alternatives being advanced as part of the Kimball Junction EIS project led by UDOT.

MARCH 2024

Carl Miller presented on the Kimball Junction EIS being led by UDOT. The Regional Transportation Convening discussed the different alternatives and advanced work toward a letter of support for including the project on UDOT's Statewide Transportation Improvement Program (STIP) and other considerations. Summit County will be presenting on this item during the March 22, 2024 Summit County / Park City Joint Council.

REGIONAL TRANSPORTATION CONVENING

Leaders in government, business, and community organizations in Summit and Wasatch Counties are working together to tackle the Wasatch Back's transportation challenges.

WE STRIVE TO

- Improve public transportation connectivity between communities and major regional destinations
- Reduce reliance on single-occupancy vehicles
- Implement a suite of projects that will improve conditions for a diverse group of Wasatch Back travelers
- Recognize that the potential Olympic bid could be a catalyst for advancing projects

REGIONALLY SIGNIFICANT PROJECTS

- Bus Rapid Transit / High Frequency Transit
- Regional Interchange improvements
- Park and Ride Lots

Regional Transportation Convening

Wasatch Back Projects

Public Transportation

Implement direct and frequent transit service between Salt Lake and Park City.

High Valley Transit · Park City 1884 · Summit County Utah

Park & Ride Lots

Build Park & Ride facilities at key entry corridors.

High Valley Transit · Summit County Utah

Roadway

Improve US40 / I80 interchange to mitigate congestion.

Summit County Utah · UDOT udot.utah.gov

Roadway

Improve Kimball Junction interchange to mitigate congestion.

Summit County Utah · UDOT udot.utah.gov

Park & Ride Lots

Build Park & Ride facilities at key entry corridors.

Park City 1884 · Summit County Utah

Public Transportation

SR224 Bus Rapid Transit (BRT) - Express dedicated lane transit service between Kimball Jct and Park City's Old Town Transit Center.

High Valley Transit · Park City 1884 · Summit County Utah · UDOT udot.utah.gov

Roadway

Improve US40 / SR248 interchange to mitigate congestion

Park City 1884 · Summit County Utah · UDOT udot.utah.gov

Public Transportation

SR248 Express Transit Service between Park City's Main Street and Quinn's Junction.

High Valley Transit · Park City 1884

Public Transportation

Increase transit service along the Wasatch Back.

High Valley Transit · Summit County Utah · Wasatch County

Public Transportation

Implement direct transit service between Wasatch and Utah Counties.

Wasatch County

Regional Convening Project Objectives

- Provide strong and consistent messaging of transportation priorities
- Set clear, measurable metrics and goals
- Identify transportation lead agencies
- Strengthen the Regional Transportation Convening to advance projects

Salt Lake County · Kimball Junction · Utah Olympic Park · Park City Mountain · Park City Old Town · Silver Summit · Hoytsville/ Wanship · Quinn's Junction Area · Deer Valley · Jordanelle · Soldier Hollow · Heber · Utah County

Park & Ride Study

- Joint project between Summit County and Park City
- Supported by UDOT Technical Assistance Grant
- Kimley Horn / Consultant

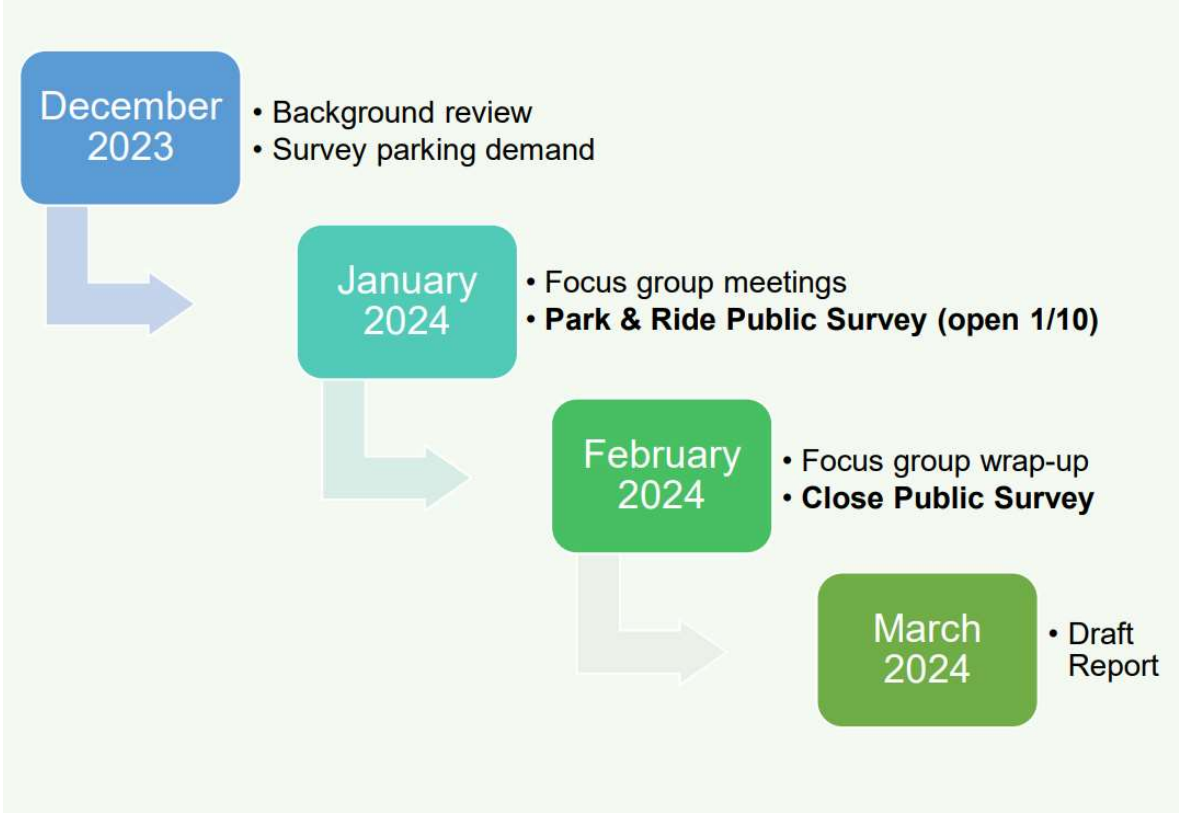
- **PRIMARY GOAL**: Develop a regionally supported Park and Ride plan

Park & Ride Study

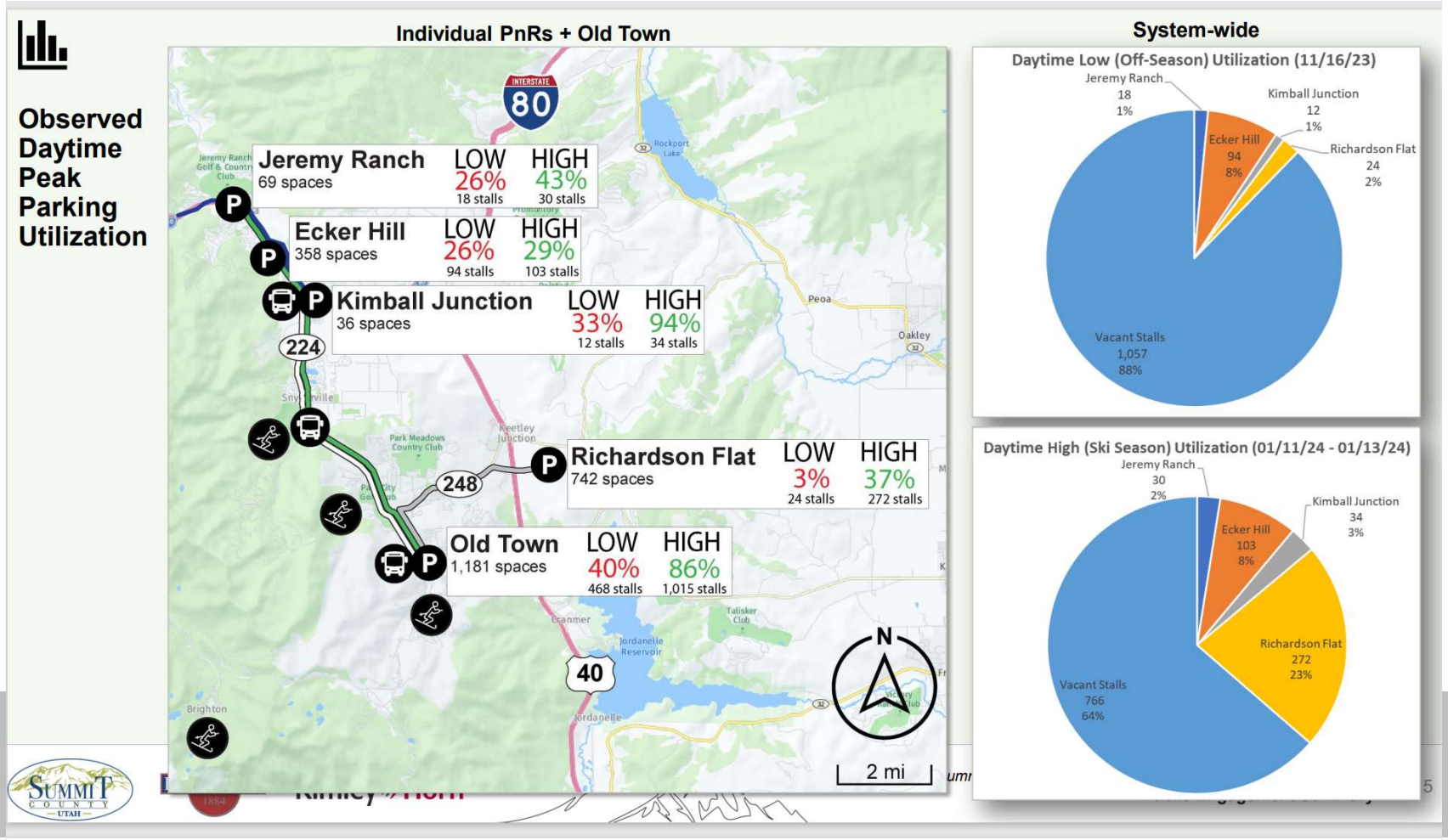
Strategic Planning Objectives

- Estimate future park-and-ride (PnR) capacity needs
- Identify suitable zones to consider for expansion and/or consolidation
- Incorporate stakeholder input into improvement strategies and policy considerations
- Propose transit, infrastructure, and programmatic enhancements that support PnR attractiveness

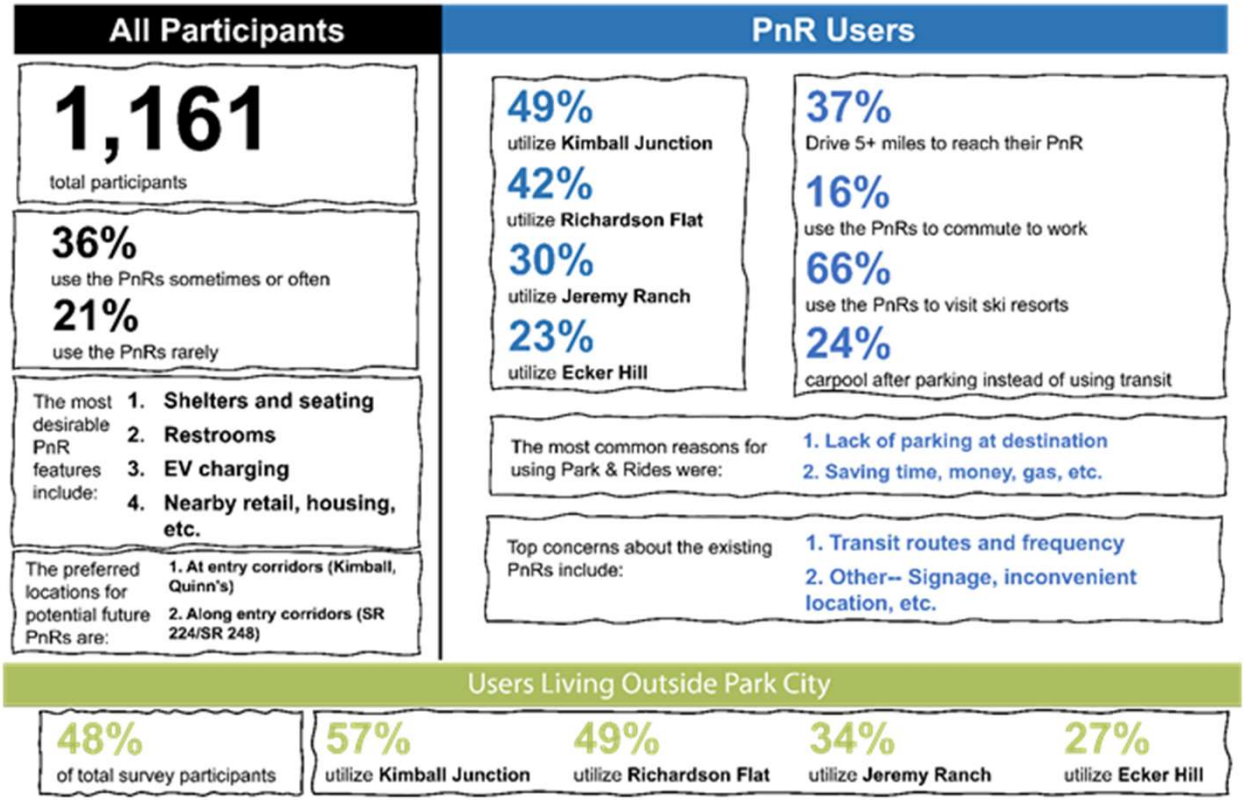
Park & Ride Study



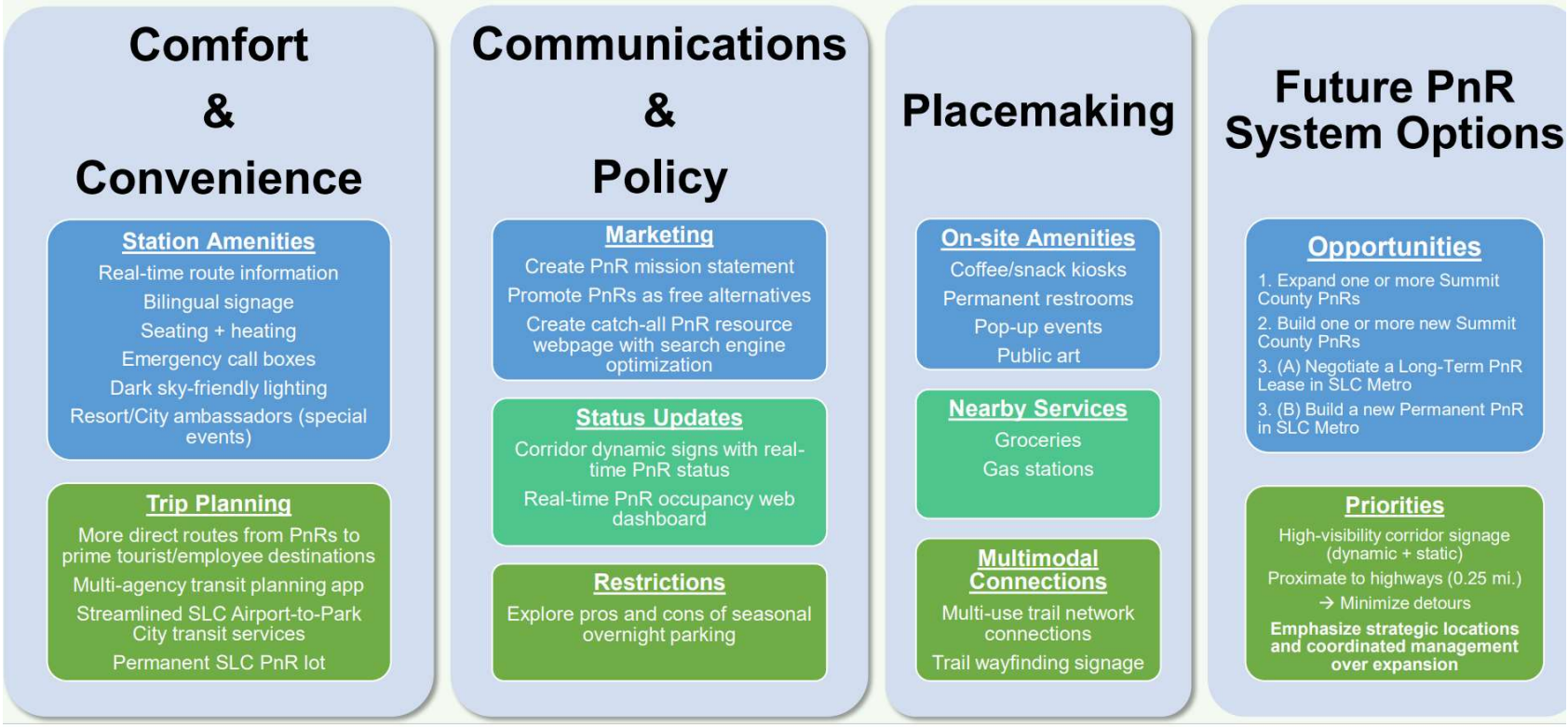
Park & Ride Study



Park & Ride Survey



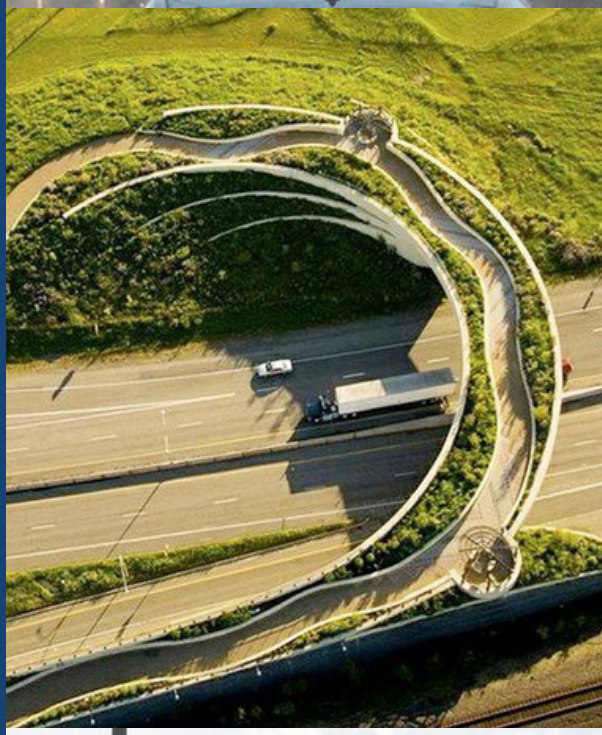
Park & Ride Study



Kimball Junction
ENVIRONMENTAL
IMPACT STATEMENT

Kimball Junction Interchange

Summit County is requesting UDOT add the Kimball Junction Interchange to their Statewide Improvement Program (STIP) with sufficient time for design and construction prior to the 2034 Olympic games.

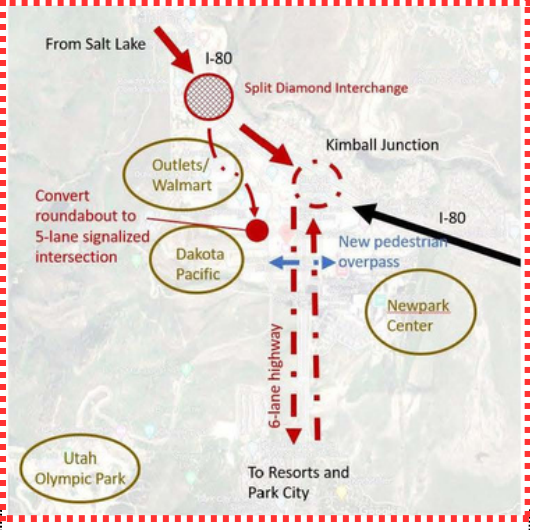


Current Conditions

- Traffic congestion
- Safety queuing on I-80
- Disconnected neighborhoods
- Insufficient walkability

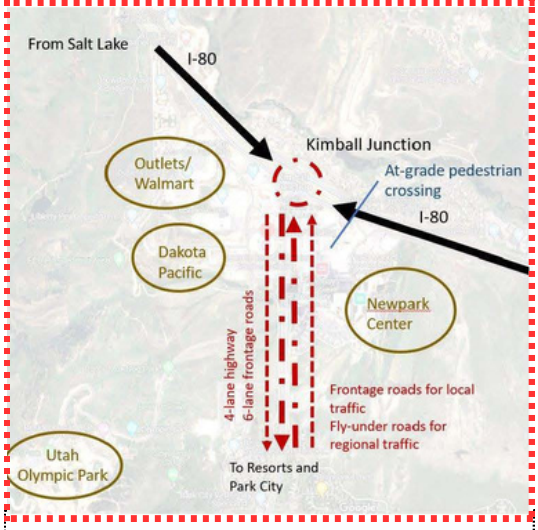
Benefits

- Less queuing on I-80 which means saved lives.
- Connecting both sides of SR-224 which means one connected neighborhood and more livable communities.
- A successful 2034 Olympics when the eyes of the world are upon Utah.
- Faster access to resorts which means more economic development and tourism.



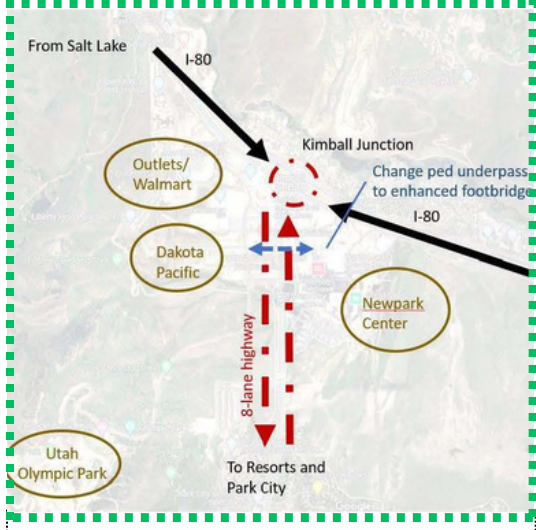
Alternative A (Split Diamond) | Cost: $108M

Solution: Split Diamond Interchange routes local traffic off I-80 earlier; Pedestrian Underpass of SR-224. **Concerns:** Pedestrian hostile; slower SR-224 travel speeds; disconnects neighborhoods.



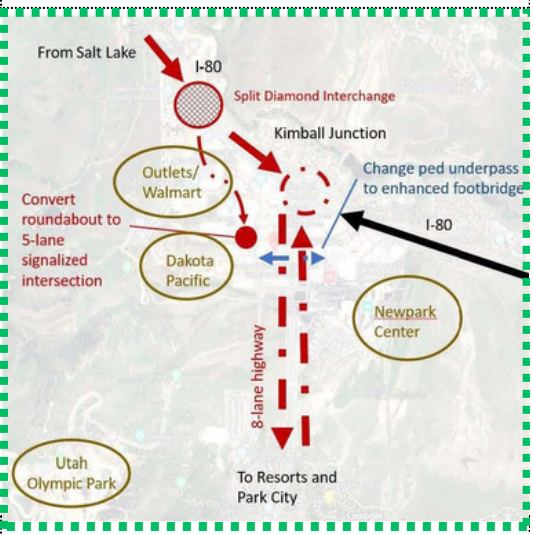
Alternative B (Fly Under) | Cost: $201M

Solution: Fly-under enables regional traffic to bypass the two signals; best travel time. **Concerns:** Environmental; cost; construction duration.



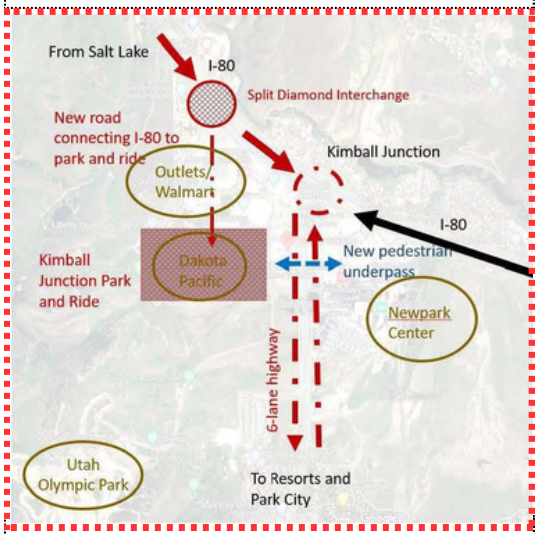
Alternative C (Traditional Widening) | Cost: $41M

Solution: Widen SR-224 and remove pedestrian cross signal times; reduces queuing on I-80. **Concerns:** Pedestrian safety crossing SR-224; slower travel speeds; further disconnects neighborhoods. **Recs:** Revise with enhance footbridge to connect neighborhoods; park and ride.



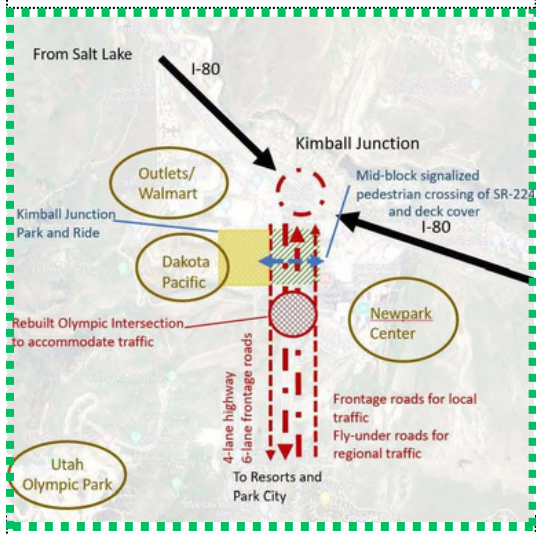
Alternative A+C (Split Diamond + Local Improvements) | Cost: $TBD

Solution: Split Diamond Interchange routes local traffic off I-80 earlier; Pedestrian Underpass of SR-224. **Concerns:** Pedestrian hostile. **Recs:** Replace pedestrian underpass with enhanced footbridge; use Landmark ROW for bike/ped infrastructure & road buffer.



Alternative A+ | Cost: $TBD

Solutions: Split Diamond Interchange routes traffic to park and ride; Pedestrian Underpass of SR-224. **Concerns:** Requires partnership; revisit EIS phases; possibly pedestrian hostile grading and gasline barriers.



Alternative B+ (Fly Under) | Cost: $TBD

Solutions: Fly-under enables regional traffic to bypass the two signals; mid-block signalized pedestrian crossing of SR-224. **Concerns:** Increasing traffic at Olympic intersection. **Recs:** Reduce footprint at Ute to maintain deck cover park; park and ride.

Discussion Questions

Do these alternatives best accomplish our goals? Is this the right strategy?

How do we work with UDOT towards a solution that benefits local and regional goals?

How do we leverage this group to expedite this project on the Statewide Transportation Improvement Program (STIP)?

Joint Council Request

Write letter of support to UDOT requesting inclusion in the STIP with construction starting by 2029