



**JOINT PARK CITY AND SUMMIT COUNTY COUNCIL MEETING
SUMMIT COUNTY, UTAH
March 14, 2025**

The Councils of Park City and Summit County, Utah, will hold a special meeting in person at the Richins Building, 1885 W. Ute Blvd., Park City, UT 84098. 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/84801139496>

SPECIAL MEETING - 9:00 a.m.

I. ROLL CALL

II. DISCUSSION ITEMS AND PRESENTATIONS

9:00 a.m. - Discuss Current Recycling Efforts

9:30 a.m. - Regional Park and Ride Study Follow-Up

9:50 a.m. - Discuss DABS Retail Liquor Store

10:20 a.m. - Wrap Up and Schedule Next Joint Meeting

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.

Park & Ride Study



Park & Ride Study

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

PRIMAY GOAL: Develop a regionally supported Park and Ride plan



Parking Occupancy

Most existing park and ride lots have capacity

- Kimball Junction and Old Town are frequently at/near capacity
- Richardson Flat has seen a dramatic increase in use in the past two years

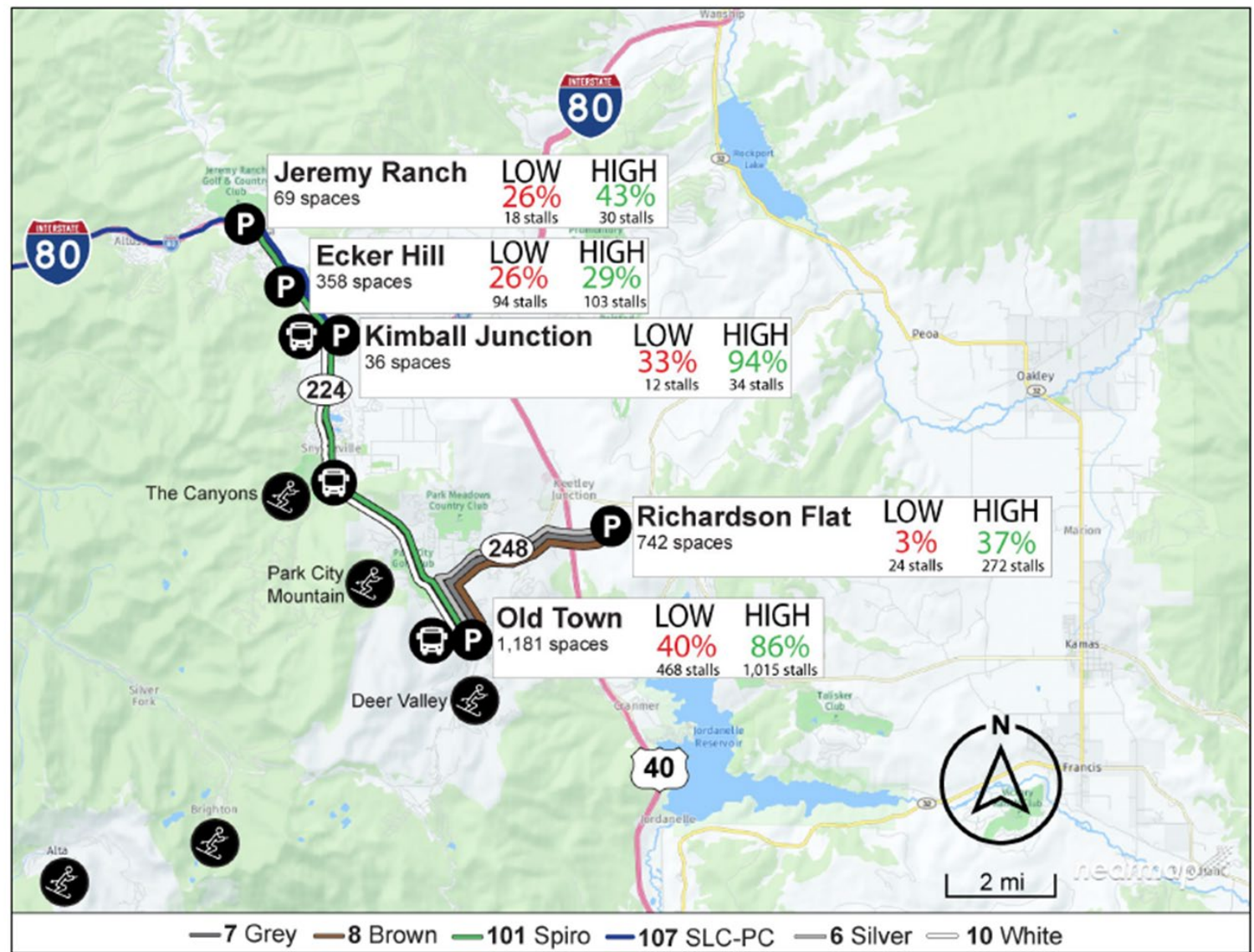


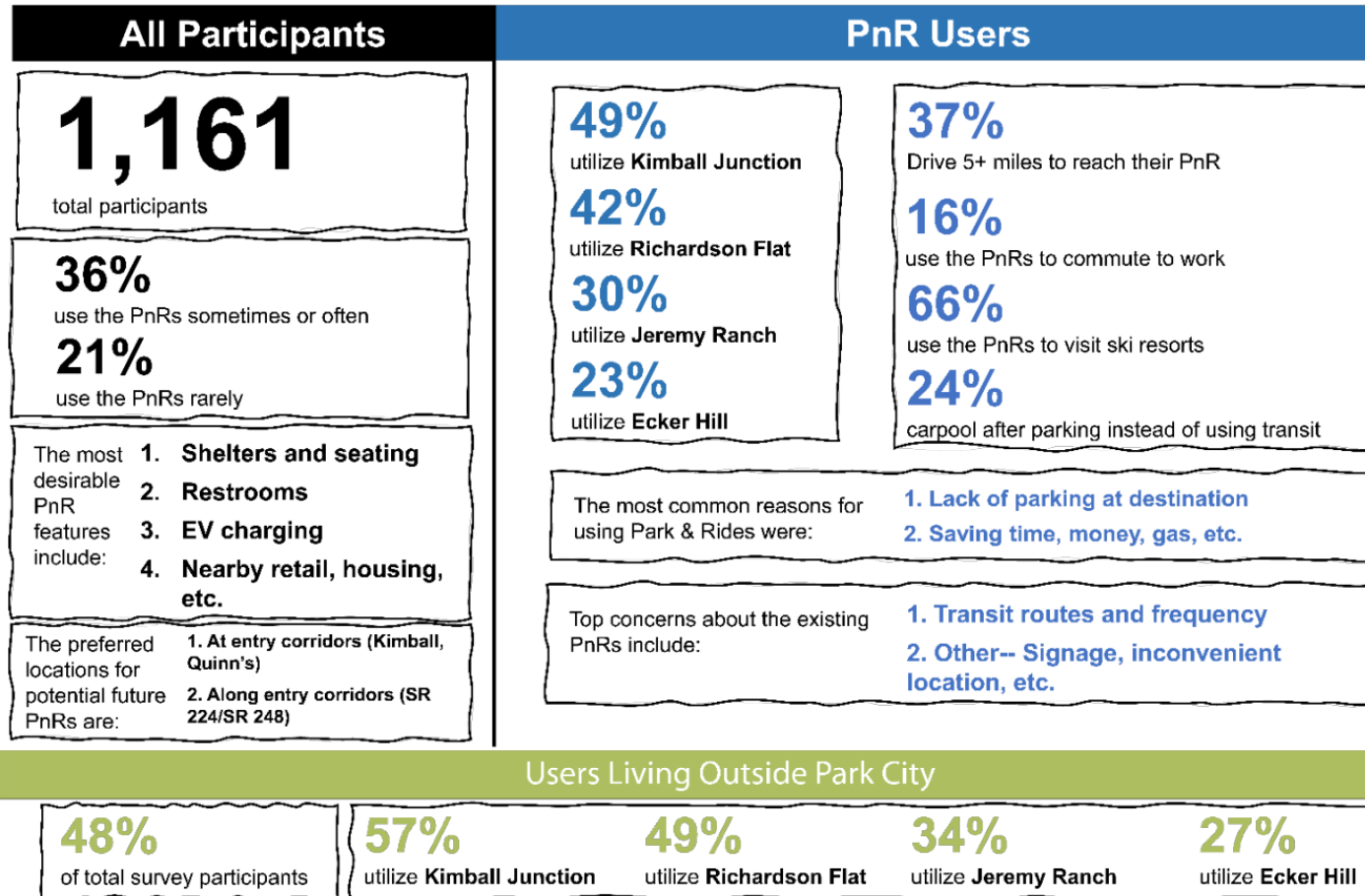
Figure 36: Peak + Off-Peak Observed Occupancies from 11/16/2023, 12/30/2023, 01/11/2024, 01/13/2024 Survey Dates



Park & Ride Study

Engagement Takeaways

Figure 3 is a dashboard of the final results of the online public survey.



Key Takeaways

- Park and rides are a strategy to reduce the high peak season maximum drive time
- Ski resorts, recreation locations, and Main Street are the primary destinations by current park and ride users
- Entry Corridors are the preferred location for future large park and rides
- Parking reductions at resorts or in-town; or accommodating future large events will require increases to the park and ride capacity
- Most existing park and ride lots have capacity, but Kimball Junction is frequently at capacity and Richardson Flat has seen a dramatic increase in use in the past two years
- Increasing park and ride capacity at gateway corridors (SR-224 and SR-248) are key to capturing trips



Expansion & Consolidation Alternatives



Distributed System - many small/medium P&R lots along entry corridors (Roaring Fork/Aspen)



Hybrid Systems - characteristics of both distributed and consolidated systems that are unique to their travel origins / destinations



Consolidated Systems – fewer and larger P&R lots at key gateway locations and/or along corridors (Jackson Hole)



Hybrid System

Focus resources on convenient gateway locations (i.e. Kimball Junction, Quinns Junction) while considering additional secondary locations

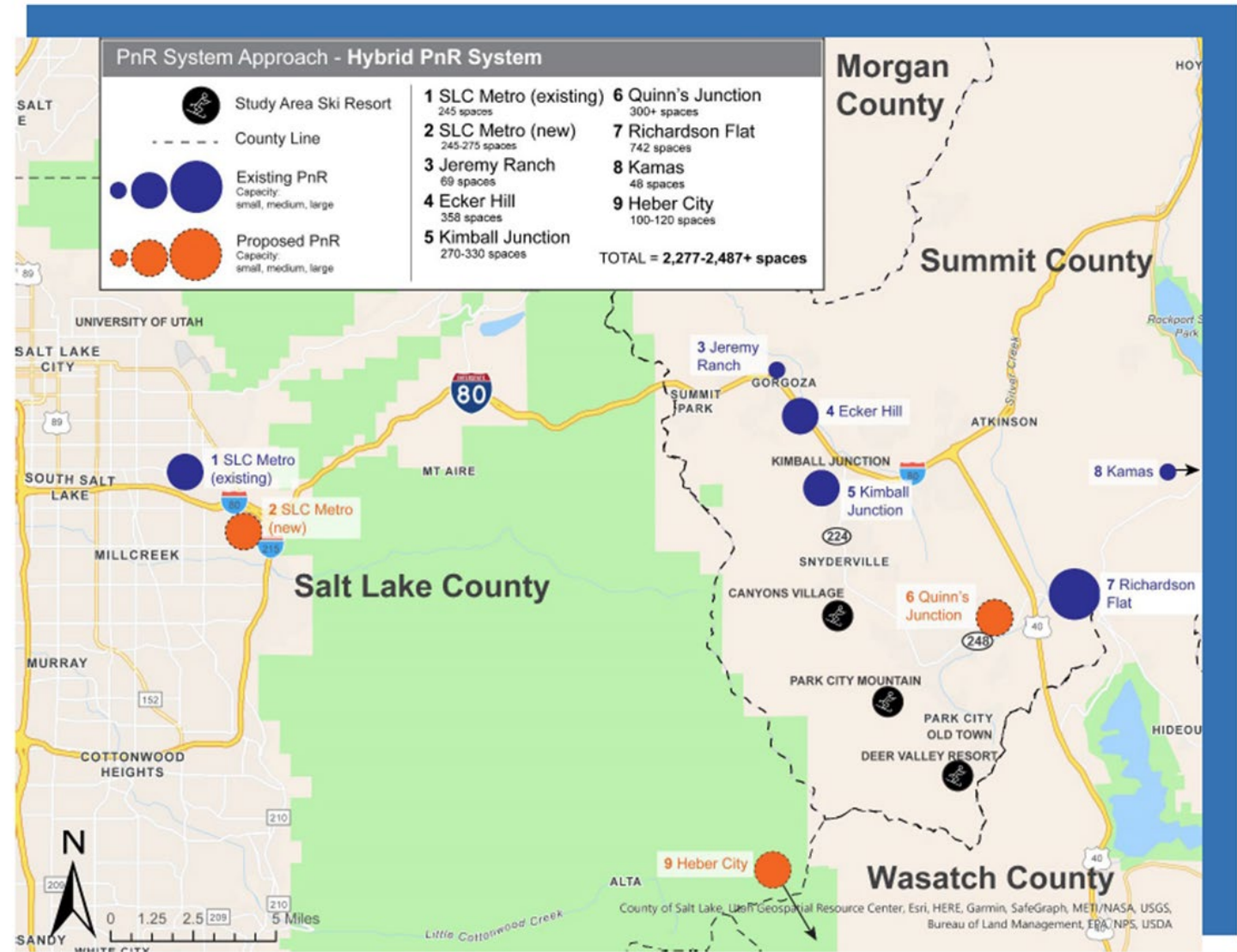
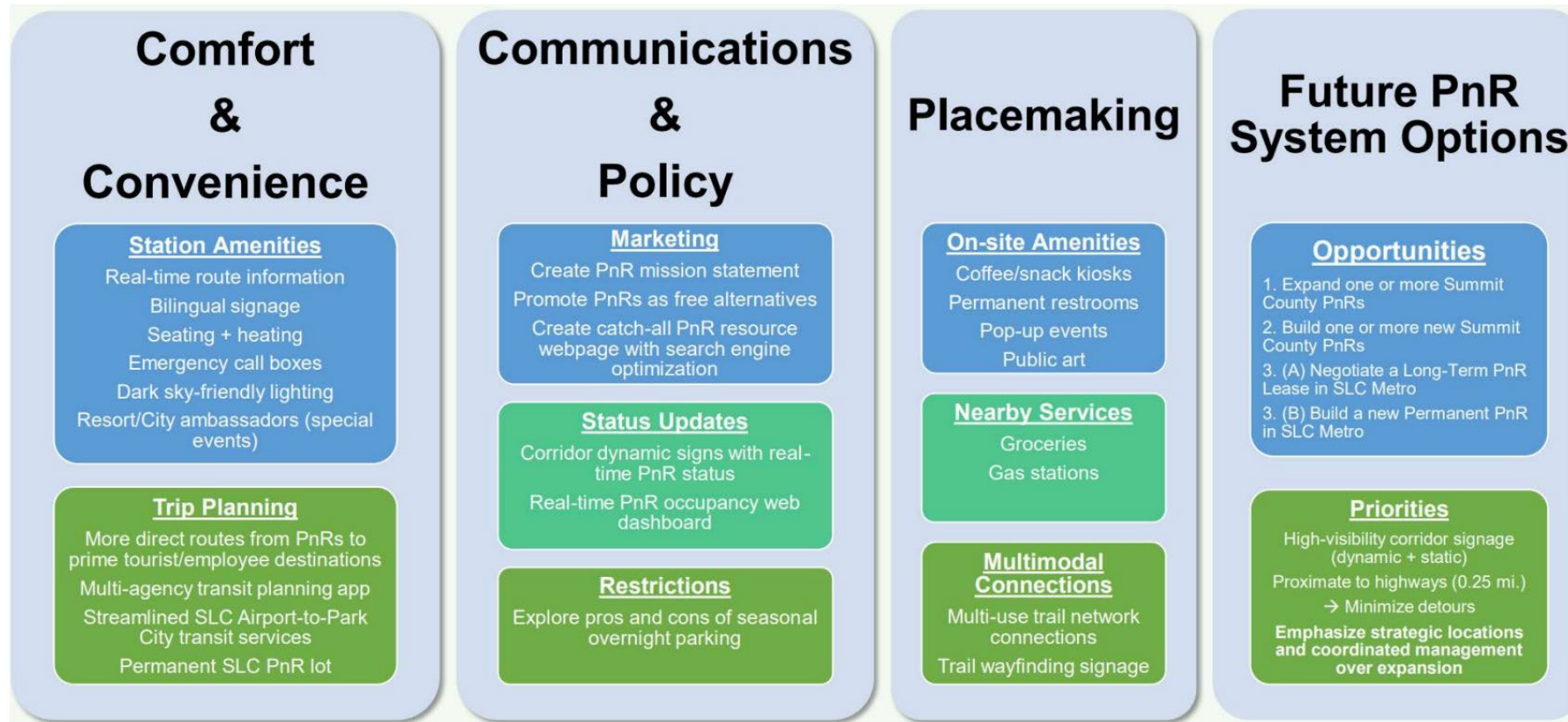


Figure 34: "Hybrid" Regional PnR System



Other Considerations



Key Next Steps

- Key next steps include improving amenities, marketing, and functionality of existing park and ride lots
- Continue to monitor use at each location to forecast future demands
- Improving effectiveness at Kimball Junction (Summit County) and Quinns Junction (Park City)
- Work with regional partners in Wasatch, Salt Lake, and Utah counties to capture trips near their origin



Discussion with Councils



Hybrid Strategy

Focus resources on convenient gateway locations (i.e. Kimball Junction, Quinns Junction) while considering additional secondary locations

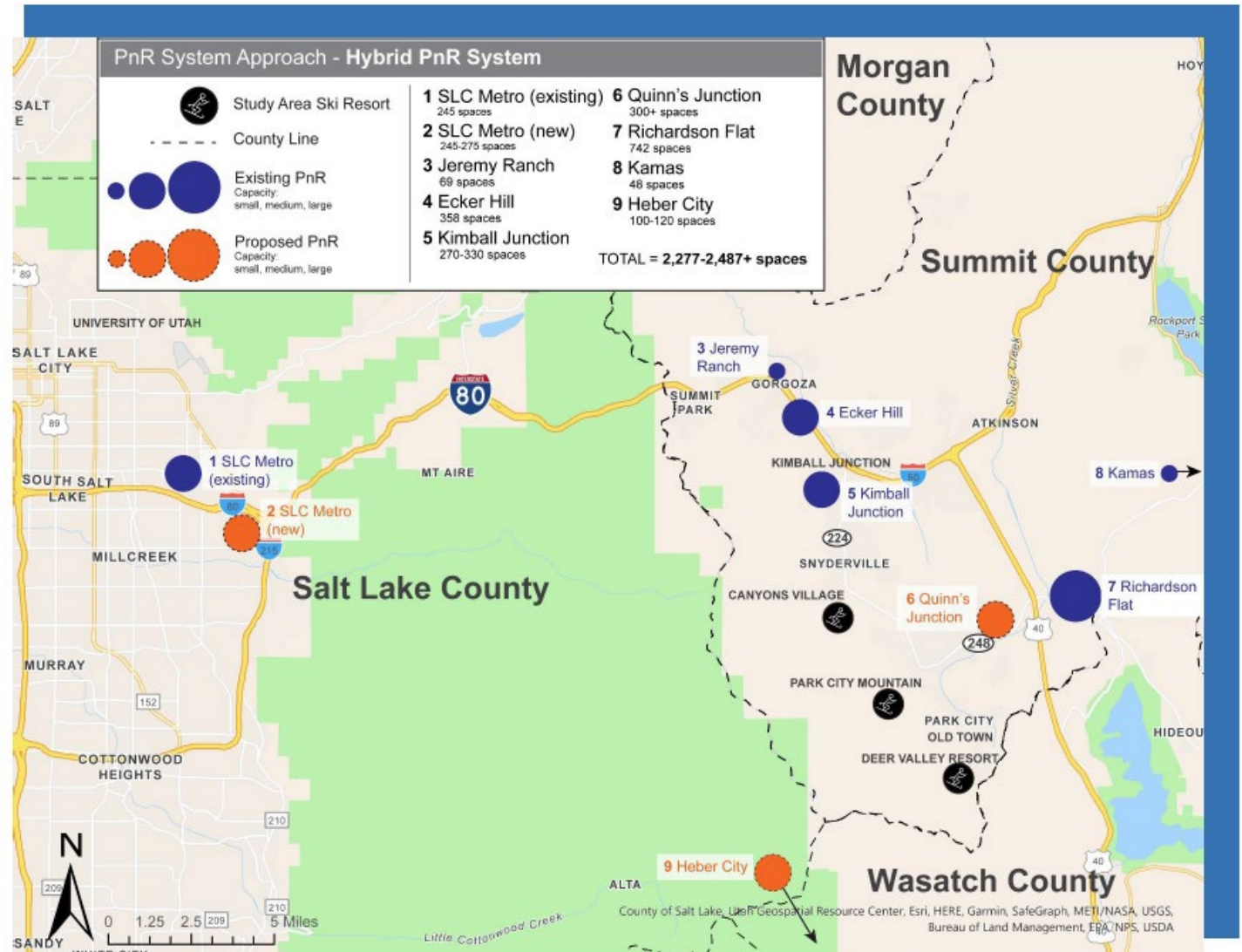


Figure 34: "Hybrid" Regional PnR System