



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

October 22, 2019

The Council of Park City, Summit County, Utah, met in open meeting on October 22, 2019, at 4:00 p.m. in the City Council Chambers.

WORK SESSION

3Kings Water Treatment Plant Related Contracts Summary Discussion:

Roger McClain, Public Utilities, reviewed the construction schedule for the 3Kings Water Treatment Plant, the Golf Maintenance building and the Water Administration building. Council Member Joyce asked about fiscal impacts to the Golf season. It was indicated Vaughn Robinson would look at the numbers when the season ended and bring a report to Council.

McClain stated ECI was the contractor and they put the project out to bid with subcontractors. The contract would come to Council for approval on November 21st. Council Member Henney asked about public outreach with the neighbors. McClain indicated he met with a few of the neighbors that had concern with the project and conversations with them would continue. Council Member Gerber asked if the buses were being rerouted, to which McClain indicated the buses maintained their normal routes and times. Council Member Ware Peek noted the temporary stop lights were long, even when there was no other traffic. McClain stated during the day the intervals were monitored to keep buses on schedule. Council Member Worel stated a resident was concerned about pedestrian safety and asked if accommodations had been made. McClain noted a pedestrian walkway would go up this fall.

Council Member Ware Peek asked if the cost could be broken down into real costs. She stated having clean water was necessary and wanted it to be understood by all. McAfee stated there were financial impacts that could be displayed and noted they were available as requested. McAfee displayed a table for the construction projects that included the amounts, future contracts with estimated amounts, and the percent of the project completed.

Transportation Demand Management Plan Progress Update:

Alfred Knotts, Johnny Wasden, Alexis Verson, and Andrew Stevenson, Transportation Department, presented this item. Verson explained the Transportation Demand Management Program (TDM). She reviewed programs that were currently being

implemented, including bike share, park and ride facilities, transit priority technology, efficient parking, commuter programs, events and incentives. She explained there were several trends in Park City. Transit ridership was increasing 10-15 % month over month, when the national trend was declining or having a minimal increase, service hours had increased and the regional route service had improved.

Wasden displayed a chart of parking usage. The trend showed that that Main Street and surface parking meters had a more consistent usage than the China Bridge Parking Garage. Council Member Ware Peek noted the data showed that some residents were using the Sandridge lot 24 hours. Wasden stated those vehicles were monitored and given 72 hours before requiring removal of the vehicle. It was indicated special event days were the highest parking days. Wasden noted the parking trend was that China Bridge was less utilized because of the gates and complexity. He spoke with other cities that used meters for all their parking. He stated changing from gates to meters was something to think about, and noted all the damage done to the current gates. Council Member Ware Peek asked why the consultant suggested gates a couple years ago. Wasden thought the consultant might have expected a higher turnover, similar to a retail parking garage. He had researched gates versus parking meters and recommended the parking meter. Council Member Gerber asked if the long-term pass and parking permits would still be an option. Wasden thought any type of permit could be feasible with meters.

Council Member Gerber indicated that local employees seemed willing to pay for a permit. Council Member Ware Peek related that at the last Historic Park City Alliance (HPCA) meeting an employer related the success of the carpool permit process. Council Member Gerber asked if staff could get buy-in from Main Street businesses and employees. Stevenson stated it was important to staff to find what worked and what wouldn't undermine Transit.

There was discussion on parking locations for Main Street employees. Council Member Worel asked about the meters at the library lot. Wasden indicated the three hour parking limit signage had been very successful. Mayor Beerman asked about having an employee at the gates to collect money, and thought that might help avoid damage. Wasden stated he had an employee stationed at the gate to take credit cards Thursday and Friday nights, and damage control was successful. But to manage the damage effectively, there would have to be an employee at every entrance. Council Member Gerber asked if an email address was required when signing up with the parking app. Wasden stated it was not required. She requested emails and phone numbers so the users could receive updates on parking changes. Wasden stated staff was working on that with the T2 system. Council Member Joyce asked what the next step would be. Wasden stated implementing better suited parking technology in China Bridge, improving wayfinding to promote consistent occupancy, considering minor parking rate increases during special events and in areas with greater demand to ride Transit, and

fine tuning services through collaboration with external stakeholders. Verson noted her next steps including developing new metrics to measure change, moving from baseline data collection to adaptive management, creating public facing materials, and utilizing better technologies for parking and trip reduction strategies. She also reviewed the Long Range Transit Plan (LRTP) goals which were part of the visioning process and explained the RideAmigos program.

Council Member Joyce requested that when looking at data, staff should focus on real impacts instead of additional infrastructure. He gave examples of number of riders, cyclists, people using trails, etc. Council Member Worel asked how staff determined when a tool was not effective, such as the Dial-a-Ride program. Knotts stated that program was just a safety measure and was not promoted as a continuous Transit option.

Council Member Ware Peek talked about Vision 2020 and embracing bold change. She stated Guatemala had 20 gondolas that connected the villages to the cities, and also referred to the gondola in Telluride, Colorado. She hoped the City would move toward bold solutions. Knotts stated Franklin Williams was assigned to look for innovative solutions for Transit, so he would relate that to Williams. Council Member Henney noted that Park City had 150 years of moving people through the air, referring to the mining era of using trams. He also stressed the importance of communicating with the employees in the City who didn't have the necessary parking information.

Mayor Beerman indicated there would be conversations about aerial transportation from the Bonanza Transit hub in the near future. Knotts indicated his team would bring back costs for that mode of transportation and it could be part of the Capital Improvement Projects (CIP) process. Verson stated that the LRTP was also considering aerial transportation and researching if the Federal Transit Administration (FTA) would consider this a form of transit. Mayor Beerman stated staff had a conversation with congressional transportation committee members with regard to this, and they indicated there were mechanisms for getting federal funding for aerial transit.

Council Member Joyce proposed thinking big, and proposed the Quinn's Junction park and ride should be built in conjunction with Park City Mountain Resort (PCMR) and Deer Valley with a five story parking facility accommodating 1,500 vehicles being built on that property, and having a gondola to move people from Highway 40 to Old Town. He didn't think the current thought was big planning. Knotts stated land was a factor in planning.

Census 2020 Presentation by Summit County Complete Count Committee:

Jeff Jones, Summit County Economic Development Manager, presented this item. He displayed a PowerPoint of the upcoming 2020 Census, and indicated Park City had a 30% response rate in 2000 and a 67% response rate in 2010. The response rate

translated into federal dollars, so it was very important to create energy for completing the census next year. He hoped someone from Park City could be on the Summit County Census Committee and expressed hope for increased diversity within the committee. Jones indicated he applied for a \$30,000 grant and a \$10,000 budget request to have a total budget of \$40,000 for marketing to bring awareness to completing the census.

Jones stated this would be the first census that could be filled out on the internet. Paper forms were still available but the push was for digital responses. It was indicated that each residence would receive a card with a code, and when the code was entered into the website, the process would be brief and easy. Council Member Worel asked about residents that had post office boxes. Jones did not have information about cards being sent to post office boxes. Council Member Henney volunteered to be on the committee.

REGULAR MEETING - 6:00 p.m.

I) ROLL CALL

Attendee Name	Status
Mayor Andy Beerman Council Member Becca Gerber Council Member Tim Henney Council Member Steve Joyce Council Member Lynn Ware Peek Council Member Nann Worel Matt Dias, Interim City Manager Margaret Plane, Special Counsel Michelle Kellogg, City Recorder	Present
None	Excused

II) COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Mayor Beerman and the Council members reviewed the meetings, activities and events they attended since the last meeting.

Council Member Joyce disclosed he was friends with the owner of New Business Item Two and indicated it would not affect his opinion. Council Member Worel stated the seniors were concerned with long-term care, a community center and housing. She thought there were some short-term solutions and requested a work session on this topic. Council agreed to have that discussion.

The Council discussed a date for canvassing the election. It was decided to hold the canvass on Tuesday, November 19th, at 8:30 a.m.

Alfred Knotts introduced the new Transit Manager, Kim Fjeldsted. She reviewed her career history and stated she loved public transportation and was excited to work for Park City.

Staff Communications Reports

1. **Howl-O-Ween Event Reminders:**
2. **Residential Parking Permit Zone Expansion:**

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

Mayor Beerman opened the meeting for public input on matters not being addressed on the agenda.

Karen Halverson, Park Meadows resident, sought funding to further the trail system. She noted the recreation survey that was distributed this spring which showed respondents reacting positively with regard to trails. She indicated e-bikes were approved for some trails and knew that this was just the beginning. The trails were crowded, and with the introduction of e-bikes the congestion would be unmanageable. She requested the City be proactive by building new trails or upgrading the underutilized trails. She felt increasing funding to Mountain Trails Foundation would help fund more staff and facilitate building and maintaining trails. She gave some suggestions on finding funds for trails.

Mayor Beerman noted Council did not approve a pilot program for e-bikes, but did approve e-bike use on trails for people over 65 or with disabilities.

Bob Gurss stated the summer tourism had grown dramatically, and many used the trails. E-bikes were coming and he hoped the City could address that.

Jamie Rubin stated taxpayers paid significantly for open space, which benefited businesses, visitors, and residents. She felt asking for \$250,000 per year was a very small amount to invest in trails. She hoped to keep the outdoor community outdoors.

Beverly Hurwitz walked every road and trail in Park City and had observed user behavior. She thought bikes were hazardous and caused many injuries. She supported Halverson's platform to create new trails and ensure safety on all trails.

Mayor Beerman closed the public input portion of the meeting.

IV) CONSIDERATION OF MINUTES

Consideration to Approve the City Council Meeting Minutes from September 26, 2019 and October 4, 2019:

Council Member Gerber moved to approve the City Council meeting minutes from September 26, 2019 and October 4, 2019. Council Member Worel seconded the motion.

RESULT: APPROVED

AYES: Council Members Gerber, Henney, Joyce, Ware Peek and Worel

V) CONSENT AGENDA

1. Request to Approve Resolution 21-2019, a Resolution Declaring November 1, 2019 as "Extra Mile Day" in Park City, Utah:

2. Request to Authorize the City Manager to Execute an Amendment which would Extend to October 31, 2020 the terms of: 1) The October 8, 1991 Water Supply Agreement between Salt Lake City Corporation and Park City Municipal Corporation; and 2) the March 2, 2016 Amendment to the 1991 Agreement as Amended:

Council Member Worel moved to approve the Consent Agenda. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Gerber, Henney, Joyce, Ware Peek and Worel

VI) OLD BUSINESS

1. 2019 Park Silly Sunday Market (PSSM) Debrief:

Chris Phinney, Special Event Coordinator, Kate McChesney and Michelle McDonald, PSSM, presented this item. Phinney stated staff found that PSSM operated consistently with the contract. He reviewed the dates for the 2020 season.

For the 2019 season, there was an average of 13,365 attendees per week, and attendee transit ridership increased 3.7%. Parking was removed from Heber Avenue, which helped bus flow. Signage and barricades were implemented on Heber Avenue as well, which helped with pedestrians remaining in the crosswalks.

Council Member Henney asked if pedestrians inhibited the traffic flow and asked if the solutions discussed would continue to be implemented as problems were seen. McDonald indicated that was the practice. Council Member Henney thought this was a good model for other events, noting there was a small cost with a big benefit.

Mayor Beerman opened the meeting for public input. No comments were given. Mayor Beerman closed the public input portion of the meeting.

Council Member Joyce moved to approve the 2020 special service contract dates for the Park Silly Sunday Market. Council Member Ware Peek seconded the motion.

RESULT: APPROVED

AYES: Council Members Gerber, Henney, Joyce, Ware Peek and Worel

2. Consideration to Authorize the City Manager to Amend the Existing Contract Amount between Park City Municipal and Rocky Mountain Power, a division of PacifiCorp, for an Additional \$43,334, AND to Authorize the City Manager to Amend the Existing Contract Amount between Park City Municipal and Horrocks Engineers for an Additional \$122,235 as they Relate to the Construction of a Pedestrian and Bicycle Tunnel on SR-248/Kearns Boulevard:

Julia Collins and Alfred Knotts, Transportation Department, presented this item. Collins reviewed that the HAWK signal delayed traffic. It was activated 23 times prior to the beginning of the school day. The tunnel would alleviate those delays. She reviewed the features of the tunnel, stating it was a green tunnel, with a solar snowmelt system and board form concrete.

Collins indicated the Church of Jesus Christ of Latter Day Saints (LDS) Seminary and the high school were heavily impacted during this project. The seminary offered additional parking, and the school staff also helped with logistics. The police, school district and UDOT helped mitigate the construction impacts. It was indicated that considerable outreach had been performed with residents, the school district parents and students, HOAs and property management services, including a hotline and email address and bilingual flyers.

Collins stated the contractor did not meet the project timeline, but committed to an opening date of mid-November. The utility lines were not mapped correctly and had to be moved as the project proceeded. This project was also in coordination with the waterline replacement project, so the project was put on hold for the water project's completion. She requested funding to extend the engineer contract and with Rocky Mountain Power for moving the utilities. The funding for the project came from the Summit County Transportation tax so the City could see some money come back.

Knotts stated these corridor improvements would be a great benefit to the community once the project was completed.

Council Member Joyce asked why this request didn't come out of the 10% contingency fund. Collins stated each contract had a 10% contingency, and in the case of RMP, 10% of the original contract amount of \$42,000 would not cover moving the utility line. Council Member Joyce didn't want to pay the construction company for not completing on time. Collins stated her team, along with Horrocks Engineers, did a great job keeping the project on budget, especially with the contractor. There could be overruns due to the concurrent waterline and other utility projects. Knotts stated Collins withheld paying the contractor for work that wasn't completed 100%.

Council Member Gerber asked if the colder weather would prohibit the contractor from pouring concrete. Collins stated the last concrete would be poured this week. Council Member Worel asked if there was a fine or other penalty for not completing the project on time. Knotts stated there were penalties and they would be discussed when the project was completed. Council Member Ware Peek asked if the owner would be onsite for the completion of the project. Collins stated he stepped in and staff saw a great improvement in the company's performance. Council Member Ware Peek complimented Collins on her outreach efforts.

Council Member Henney expressed concern on the curb cuts. He hoped vehicles at that point in SR248 would be able to exit after the traffic lights were removed. Knotts stated the estimate was there would be traffic gaps for exits from those side streets, but data would have to be collected after the completion of the project.

Mayor Beerman opened the meeting for public input. No comments were given. Mayor Beerman closed the public input portion of the meeting.

Council Member Gerber moved to authorize the City Manager to amend the existing contract amount between Park City Municipal and Rocky Mountain Power, a division of PacifiCorp, for an additional \$43,334, and to authorize the City Manager to amend the existing contract amount between Park City Municipal and Horrocks Engineers for an additional \$122,235 as they relate to the construction of a pedestrian and bicycle tunnel on SR-248/Kearns Boulevard. Council Member Ware Peek seconded the motion.

RESULT: APPROVED

AYES: Council Members Gerber, Henney, Joyce, Ware Peek and Worel

VII) NEW BUSINESS

1. Consideration to Approve Ordinance No. 2019-53, an Ordinance Approving the Amended Mine Cart Subdivision, Located at 552 Deer Valley Drive, and 553 Deer Valley Loop Road, Park City, Utah:

Laura Kuhrmeyer, Planning Department, presented this item and indicated the proposed plat was to adjust an internal property line in order to build a home. Council Member Joyce asked if the ingress would be from Deer Valley Drive, to which Kuhrmeyer responded in the affirmative.

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

Council Member Joyce moved to approve Ordinance No. 2019-53, an ordinance approving the Amended Mine Cart Subdivision, located at 552 Deer Valley Drive, and 553 Deer Valley Loop Road, Park City, Utah. Council Member Worel seconded the motion.

RESULT: APPROVED

AYES: Council Members Gerber, Henney, Joyce, Ware Peek and Worel

2. Consideration to Approve Ordinance No. 2019-54, an Ordinance Approving the Aerie Phase I, Amending Lots 9, 10 and 11, Plat Amendment, Located at 1312, 1324 and 1336 Aerie Drive, Park City, Utah:

Laura Kuhrmeyer and Bruce Erickson, Planning Department, presented this item. Erickson requested that this item be continued because of a Condition of Approval change request. Marshall King, representing the owner, stated his client was not made aware of this until today. Erickson stated the square footage was not the same in the report and he requested time to make sure the numbers were correct.

Josh Arrington, Upwall Design, stated the house was 13,500 square feet and that number might increase a bit, but it was unclear if code stated that the square footage maximum would include basements. Council Member Joyce indicated the Planning Commission discussed the house size with or without a basement. Erickson stated this was mostly a paperwork item, but basements needed to be verified because in the Aerie subdivision it was not clear. Arrington indicated there was also a question on height restriction that needed to be clarified. Council Member Joyce summarized the Planning Commission discussion.

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

Jim Brown, homeowner, was confused if there was agreement. Mayor Beerman stated the numbers were close.

Council Member Henney moved to continue Ordinance No. 2019-54, an ordinance approving the Aerie Phase I, amending Lots 9, 10 and 11, Plat Amendment, located at 1312, 1324 and 1336 Aerie Drive, Park City, Utah to November 7, 2019. Council Member Gerber seconded the motion.

RESULT: CONTINUED TO NOVEMBER 7, 2019

AYES: Council Members Gerber, Henney, Joyce, Ware Peek and Worel

3. Consideration to Approve a Professional Service Agreement, in a Form Approved by the City Attorney, with Alliance Engineering Inc., in the Amount of \$39,000 to Provide Land Planning and Engineering Services Associated with the Annexation of Property Identified in the Current Annexation Property Plan:

Heinrich Deters, Trails and Open Space Manager, presented this item. Mayor Beerman noted this was a Council request to provide more resources in order to expedite the annexation process.

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

Council Member Ware Peek moved to approve a professional service agreement, in a form approved by the City Attorney, with Alliance Engineering Inc., in the amount of \$39,000 to provide land planning and engineering services associated with the annexation of property identified in the current annexation property plan. Council Member Worel seconded the motion.

RESULT: APPROVED

AYES: Council Members Gerber, Henney, Joyce, Ware Peek and Worel

4. Consideration to Authorize the City Manager to Enter into a One Year Professional Services Agreement, which may be Renewed for an Additional Two Years (2021 and 2022) in a Form Approved by the City Attorney Not to Exceed \$256,325 Annually between Park City Municipal Corporation and Kane LLC to provide Special Event and Peak Time Period Transportation Operations and Personnel:

Chris Phinney and Jenny Diersen, Special Events Department, presented this item. Phinney reviewed the background for traffic mitigation for Sundance and other events. In 2016, the City hired an outside service for traffic services. He stated Special Events, Parking, Transportation, Emergency Management and Economic Development pooled resources to have one contract for traffic mitigation services. There would be seven scheduled calendar events with an additional 500 peak time hours, which could include a first amendment event or holiday weekend, where Parking might need extra staff.

Council Member Ware Peek asked how much was previously spent, so she could determine the cost savings. Diersen stated because the costs were spread over multiple departments and the events had grown year over year, it was difficult to get an exact number. Council Member Ware Peek asked if these contract employees sat in the parking booths during Sundance. Diersen stated in the past, the parking booths were staffed by a different company.

Council Member Gerber asked if the traffic mitigation would be charged to other events. Diersen stated the cost was not always charged because this increased level of service was a traffic mitigation service, but Tour of Utah had been charged for traffic mitigation the past few years. Council Member Gerber thought the charge back could be implemented on a case-by-case basis and requested this increased level of service be included as fees for each event, noting it could be a tool used to control the size and impacts of events. Diersen stated she could relate that to the events at the request of Council. Council Member Henney stated one way to charge this to the events was to reduce event fee waivers.

Savor the Summit was one of the events listed, and Council Member Gerber stated that event might not occur. She asked how those hours would be filled. Diersen stated the hours could go into the peak time bank, or if they were unused at the end of the year, the City would not have to pay for them. Council Member Gerber also asked about the cost associated with bollard installation. Phinney stated the length of the event corresponded to the cost of bollard since staff needed to be onsite by the bollards in case there was an emergency and they had to be removed. Council Member Gerber asked if the peak time bank could be used to staff drop and load zones. Diersen affirmed they would bring staff in as needed. There would be a soft training and they might need additional resources for that training.

Council Member Worel indicated the contracted hourly wage for staff went down on subsequent years. Diersen stated the reduced amount in future years was an incentive the company gave to have a longer contract, but the employees would not have reduced wages. Council Member Joyce noted the Police expense during events would not go away. Council Member Ware Peek indicated there was a desire of consistency, so the contracted employees could interact with the businesses and get to know the people. Council Member Henney asked to get an estimate of a cost breakdown as if each department had handled its own costs for events.

Mayor Beerman thought the service was beneficial and the residents had noticed the mitigation efforts. If staff performed this mitigation, it would take a toll.

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

Council Member Worel moved to authorize the City Manager to enter into a one year professional services agreement, which may be renewed for an additional two years (2021 and 2022) in a form approved by the City Attorney not to exceed \$256,325 annually between Park City Municipal Corporation and Kane LLC to provide special event and peak time period transportation operations and personnel. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Gerber, Henney, Joyce, Ware Peek and Worel

5. Consideration to Authorize an Amendment to the Park City Municipal Corporation/Park City School District (PCMC/PCSD) Fields Lease to Allow an Additional Year:

Jonathan Weidenhamer, Economic Development Manager, Clint Daley, Public Works Manager, and Tate Shaw, Assistant Recreation Manager, presented this item. Weidenhamer stated in 1990 the City entered into an agreement with the School District for use of its fields when they weren't in use. The agreement was about to expire. The City was authorized to extend the agreement up to 20 years, but he recommended extending it for one year until the school master plan was completed. It was noted the school board was agreeable to the one year extension. Mayor Beerman indicated the parking and water elements were part of this agreement so the one year extension would allow staff time to evaluate these aspects and the school district would have time to complete the master plan.

Council Member Ware Peek asked if the area between Treasure Mountain and the fields was wetland, to which Weidenhamer responded in the affirmative. Mayor Beerman stated this was a good partnership with the school district. Council Member Joyce asked if the school master plan would be substantially completed in a year in order to have a discussion. Weidenhamer indicated it would be.

Mayor Beerman opened the public hearing.

Joe Cronley liked the agreement that had been in place the past 30 years and supported the extension. He stated the water table was high and it was great for natural surface fields. He indicated those fields also served as a park for families and dogs.

Mayor Beerman closed the public hearing.

Council Member Joyce stated in a year when the contract came up again, he would like to see how much gym time, water time etc. was actually used.

Council Member Worel moved to authorize an amendment to the Park City Municipal Corporation/Park City School District (PCMC/PCSD) fields lease to allow an additional year. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Gerber, Henney, Joyce, Ware Peek and Worel

Council Response to Public Input Protocol:

Council Member Henney proposed changing the protocol to how Council responded to public comments. He wanted to be able to respond to the public's questions. Plane stated the exception to discussing items not on the agenda was if it was brought up by the public. Further discussion ensued on stating back the comments that were given to clarify the concern. Dias stated he would review the protocols and report back to Council.

VIII) ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

Financial Considerations & A Few Notes

Departments	Items	End of Season Actual 2018	End of Season Actual 2019
Parking Department	Parking spaces for 14 days	\$ 22,050	\$ 22,050
Police Department	532 Hours	\$ 39,900	\$ 40,650
Transit Department	15 Hours	\$ 2,250	\$ 2,250
Parks Department	Banner installation	\$ 648	\$ 648
Building Department	Inspections and permits	\$ 8,649	\$ 8,694
Special Event Application Fee	Annual Permit Fee	\$ 160	\$ 640
VMS Signs & Barricades	2 VMS/ Electronic Signs	\$ 5,600	\$ 5,600
Total Fees		\$ 79,302	\$ 80,532
Total Fees Waived		\$75,500	\$75,500
Bollard Agreement		\$3,802	\$7,700
Total Pd to PSSM		\$0	\$2,718

Financial –

Waived Fees of 11 Markets = \$60.5K

Exceeded Sustainable Efforts = \$15K

Bollard Installation Agreement = \$7,000

Amount paid out to PSSM= \$2,718

Measure of Success –

All measures were met.

13,952 lbs Commingled Recycling

10,309 lbs Compost

11,478 lbs Landfill

3,547 lbs Glass (end of season total)

74% DIVERSION RATE

Working Group –

New ways to activate Upper Main moving forward.

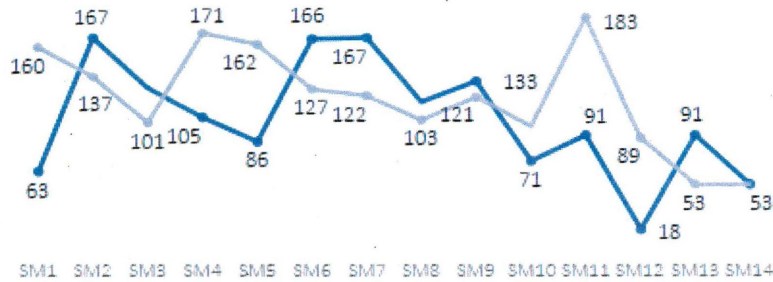
Continue group for 2020

Focus more on Market



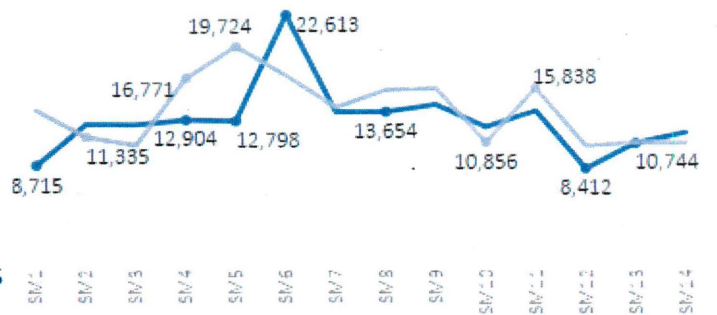
Bike Valet

Avg/wk **112**



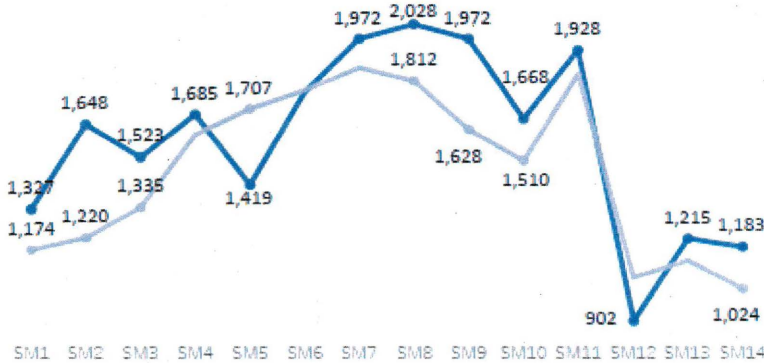
Attendance

Avg/wk **13,365**



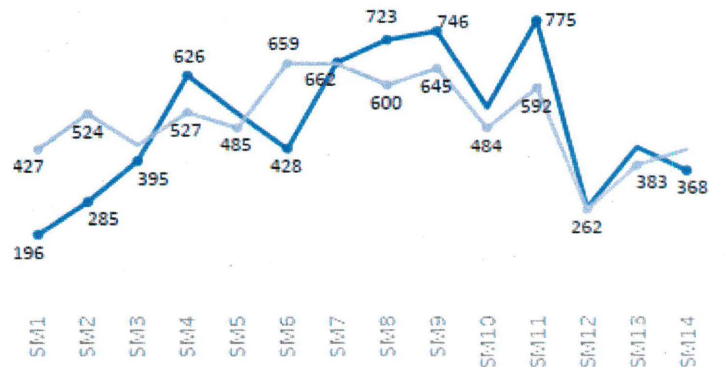
Bus Passengers to Main Street

Avg/wk **1,533**



Park & Ride Bus Riders

Avg/wk **503**



Data Explanation:

Bikes: This includes bike valet counts collected by Park Silly Sunday Market staff.

Attendance: Park Silly Sunday Market staff count people by hand. No information on methodology is available.

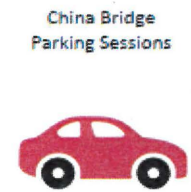
Park & Ride Bus Riders: Bus boards from the nearest stops to the High School, Elementary School and the PC Resort base going to OTTC/Town Lift.

Bus Riders to Main Street: People exiting the bus from 9am-5pm at the Old Town Transit Center and the Town Lift stops (most likely stops for people visiting the market).

Parking Sessions: People who initiated a parking session in China Bridge from 9am - 5pm. This is intended to represent the volume of cars parking in Old Town.

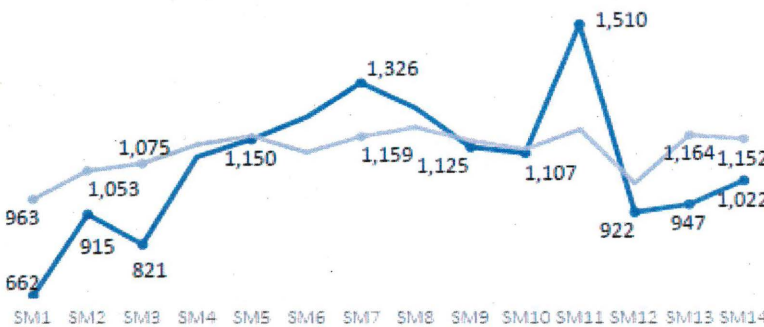
Maximum Garage Occupancy: This is the maximum percentage of stalls filled between 9am-5pm. Ideally this would not exceed 85% (489 cars).

All weekly averages represent 2019 figures.



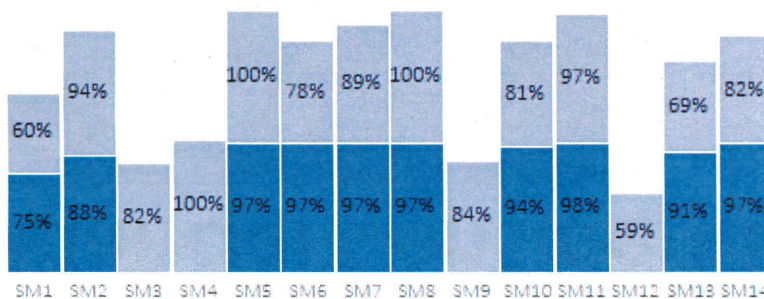
China Bridge Parking Sessions

Avg/wk **1,096**



Maximum Garage Occupancy

Avg/wk **88%**



Year
2018 2019



PROJECT UPDATE - OCTOBER 2019

3Kings Water Treatment Plant



PROJECT CRITICAL WORK & DATES

➤ Staff Move from Spiro Campus	Complete
➤ Three Kings Drive Utility Work	Now/Spring 2020
➤ 3KWTP GMP/Const. Mitigation to Council	November 21, 2019
➤ Demolish Spiro WTP and Golf/Parks Maint. Buildings	December 2019
➤ 3KWTP and Water Admin. Construction	2020-2023 (Startup 2022)
➤ Spiro Tunnel Improvements	2020
➤ Golf Course Pond Dredging / Pipe Work – GMP	2020
➤ Golf Maintenance Building Completion	Dec 2019
➤ Golf Maintenance Building Ribbon Cutting	Pre Golf Course Opening 2020

3KWTP CONSTRUCTION CONTRACT APPROACH

- **ECI Contract Delivery Method:** Ability to Choose Partner
 - Complexity
 - Schedule
 - Risks
- **ECI Contractor Selection:** RFQ - Qualifications and Fees based Selection
- **ECI Contractor Guaranteed Maximum Price (GMP) Proposal:**
 - Meets City Procurement Policy
 - Open Book Costs
 - Competitive Bidding (contractors and suppliers)
 - Value Based Selection (contractor/supplier qualifications and costs for key items)
- **ECI Construction Contract (GMP) to Council November 21st**

3KWTP CONSTRUCTION CONTRACT SUMMARY

➤ Summary Table Includes

- **Previously approved contracts including contract amount**
- **Known future contracts Council will consider for approval**
- **Estimated contract amounts**
- **Estimated long term operations costs**

▪ Questions for Council

- **Does this table satisfy Council's request**
- **If not, what additional information is needed**

Transportation Demand Management Update



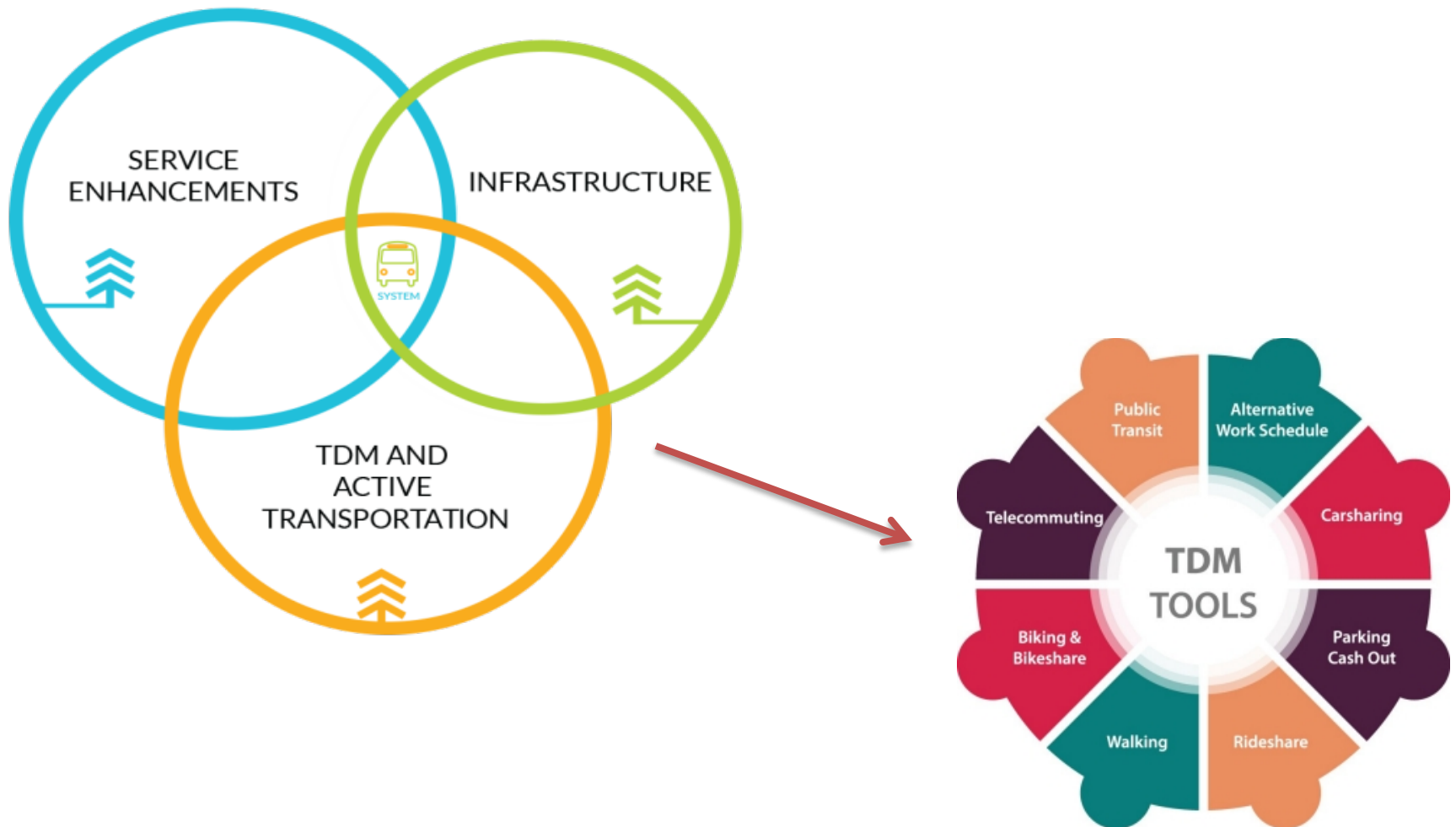
October 22, 2019

Alfred Knotts
Johnny Wasden
Alexis Verson
Andrew Stevenson

Transportation Demand Management (TDM)

- Programmatic
- Focuses on changing behavior
- Requires data to track performance
- One of several tools

One of Several Tools



TDM Project Progress

- The TDM Plan provides recommendations for projects, programs and policies to implement – mode agnostic:
 - Bike share
 - Park and ride facilities
 - Transit priority technology
 - Efficient parking
 - Commuter programs
 - Events & incentives
- Exhibit A shows progress on recommended strategies

TDM Metrics

- The TDM Plan provides suggestions for metrics to measure, but does not identify targets for success
- Exhibit B shows a variety of metrics staff are measuring, specific to the TDM plan.

Other Transportation Performance Metrics

- Traffic and Transportation Master Plan Report Card
- Transportation Report on Progress
- Transit Performance
- Parking Program
- In Development: LRTP Metrics
- In Development: Complete Streets Metrics

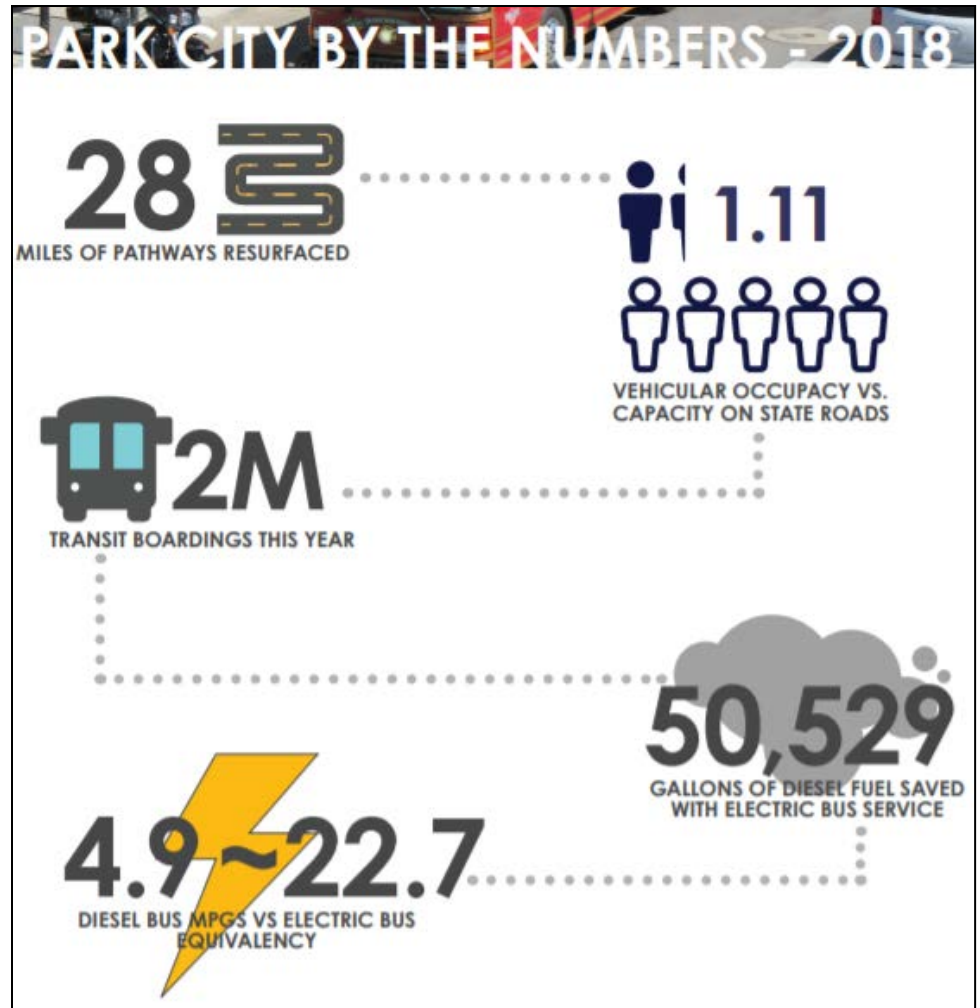
TTMP Report Card

- Reports on a variety of car-centric calculations
- Deemed hard to understand by Council & public
- Time intensive
- Link to [Report Card](#)

TTMP Report Card for 2017-2018					
Metric (By Goal)	2010 Target	2015-2016	2016-2017	2017-2018	Goal Action
Complete Streets (Goal One)					
SR-224 Single Occupancy Vehicle Share ¹	50%	80%	86%	82%	
SR-240 Single Occupancy Vehicle Share ¹	50%	85%	87%	84%	
Percent households within 1/4 mile of transit stop (Density > 4 units/acre)	100%	94% of HHs with density > 4 units/acre	No significant change	No significant change	
Percent households within 1/4 mile of primary bike corridor (Density > 4 units/acre)	100%	84% of HHs with density > 4 units/acre	No significant change	No significant change	
Convenient Transit (Goal Two)					
Daily bus hours (local service)	450 hrs	195 hrs	205 hrs (5% YOY increase)	No significant change	
Transit Spine Frequency (Fresh Market to OTTC)	10 min	10 min	< 10 min	< 10 min	
Regional Spine (Fresh Market to Kinkaid Junction)	10 min	15 min	10 min	10 min	
PCMR to PCHS (Bus Travel Time minus Drive Time)	10 min	5 min	5 min	8 min	
Transit Center to PC MARC (Bus - Drive Time)	10 min	16 min	16 min	8 min	
DV to Snow Creek Lagoon Store (Bus - Drive Time)	10 min	13 min	13 min	13 min	
Regional Transit (Goal Three)					
Daily Bus Hours (Regional Service)	350 hrs	115 hrs	190 hrs (65% YOY increase)	No significant change	
Commuter Service	5	SLC Basin	SLC Basin, Kansas	SLC Basin, Kansas	
Connected Out-of-the-car (Goal Four)					
Primary bike corridor completion (expected by 2020)	100%	Added path upgrades on east side of 224	No change	No change	
Secondary bike corridor completion (expected by 2020)	75%	No change	No change	No change	
Increase Mobility & Reduce Car Travel (Goal Five)					
Drive time PCMR to PCHS (5 minute baseline (BL)) ²	< 10% increase	8 min	7 min	6 min	
Drive time Transit Center to PC MARC (7 min BL) ²	< 10% increase	6 min	7 min	6 min	
Drive time DV to Snow Creek Lagoon Store (7 min BL) ²	< 10% increase	7 min	8 min	8 min	
Ratio of Car to Bike and Bus Travel (Goal Five)					
Drive time/bike time (PCMR to PCHS)	More than 1	0.7	0.9	1	
Drive time/bike time (Transit Center to PC MARC)	More than 1	0.7	0.9	0.75	
Drive time/bike time (DV to Snow Creek Lagoon Store)	More than 1	0.5	0.7	0.6	
Drive time/transit time (PCMR to PCHS)	More than 1	0.8	0.6	0.4	
Drive time/transit time (Transit Center to PC MARC)	More than 1	0.3	0.3	0.4	
Drive time/transit time (DV to Snow Creek Lagoon)	More than 1	0.2	0.4	0.4	
No New Mileage (Goal Six)					
Total lane miles	Less than 250	202	202	202	
Promote Safety & Active Living (Goal Seven)					
Crash Rate	Decreasing from 7.9	5.2	3.1	3.1	
Transportation Fatalities	0	1	0	1	
Prairie Creek Trail Usage per day ³	10% increase	721	310	484	
Rail Trail Usage per day ³	10% increase	788	324	325	
Transportation Adds to Community (Goal Eight)					
Change in Gateway AADT/Housing Units	Less than 1	1.05	0.98	1.11	
Change in Gateway AADT/Jobs	Less than 1	1.04	1.01	1.20	
Estimated Petroleum Consumption Equivalent (MBTU)	Decreasing	725 M	731 M	761 M	
Estimated Annual Greenhouse Gas Emissions (short tons)	Decreasing from 50.2 K	64.0 K	64.5 K	67.1 K	
Convenient Multi-Modal Access (Goal Nine)					
Major new land developments with infrastructure to meet goals	N/A	Additional housing developments - PC Heights, 1450/1460 Park Avenue, 1440 Empire, Mark Fischer review, purchase of	Additional park and ride spaces at Kinkaid Junction Transit Center, exploration of park and ride projects at Ecker and US-40 SR	Completion of Ecker Hill park and ride, acquisition of Treasure Hill and Bonanza Flat to mitigate traffic impacts	
System & Demand Management (Goal Ten)					
New ITS implementation	N/A	4 new Variable Message Signs, phase 2 freeway installation, SCATs signal upgrades	Implementing transit signal priority project, VMS agreement	Near completion of new Park City satellite Traffic Operations Center, upgraded APCs and software on all transit vehicles, transit arrive time message boards	
New TDM implementation	N/A	Established the TMA w/ monthly participation, adopted TDM plan in October 2016	Implemented Old Town parking demand management project on 12/15, Electric Xpress and Kansas Commuter Routes, Summit Bike Share, increased TDM measures during special events, transit lane	Homesite park and ride, newly implemented Employee Shuttle, increased bus service hours, Transit lane operation agreement for SR 248	
KEY					
On target					
Requires additional monitoring					
Not on target. Improved approach required					

Transportation Report on Progress

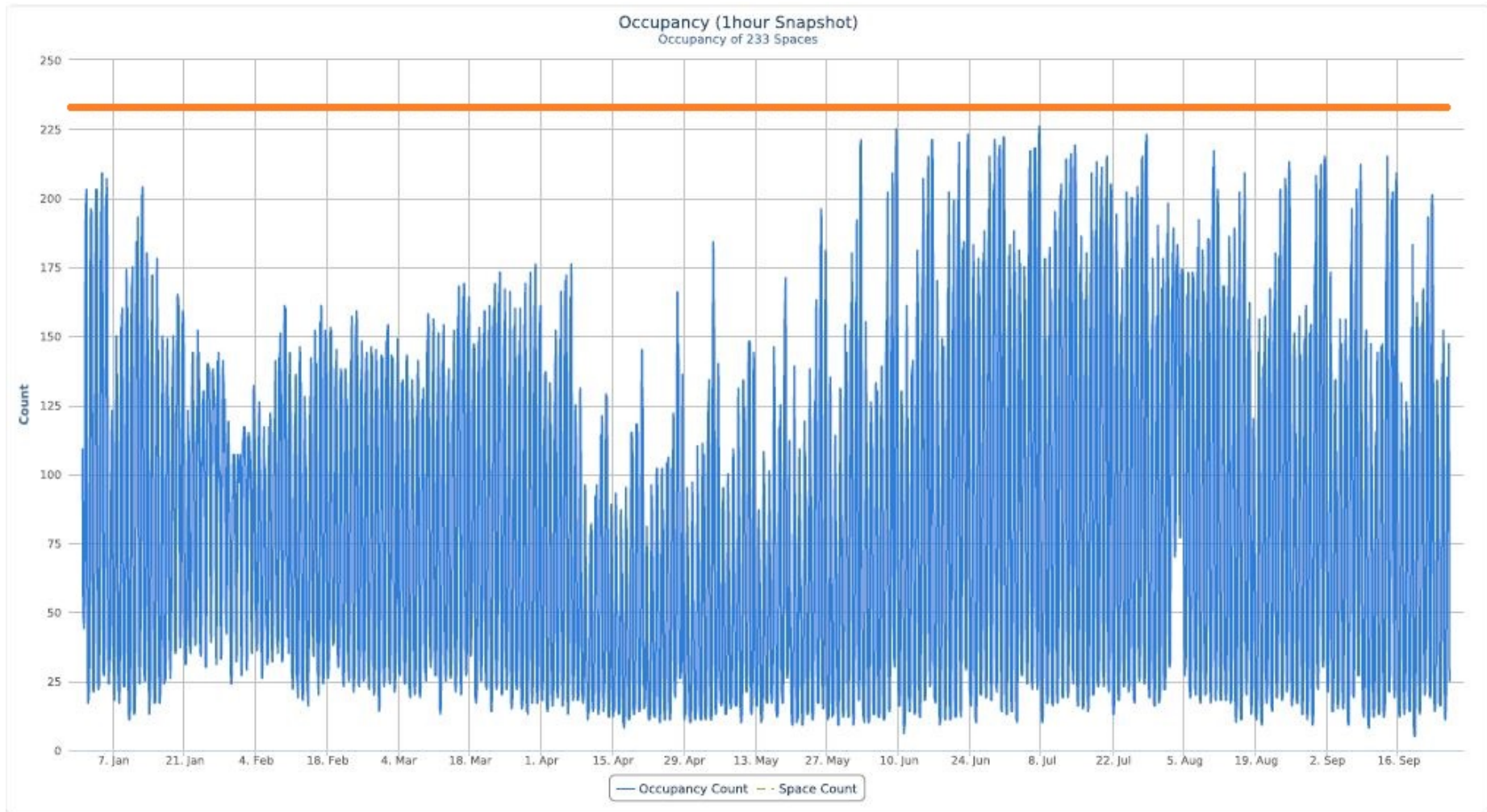
- Public facing document
- Graphic representation of performance metrics
- Highlighted successful projects from the year
- Link to [Report on Progress](#)



Transit Metrics

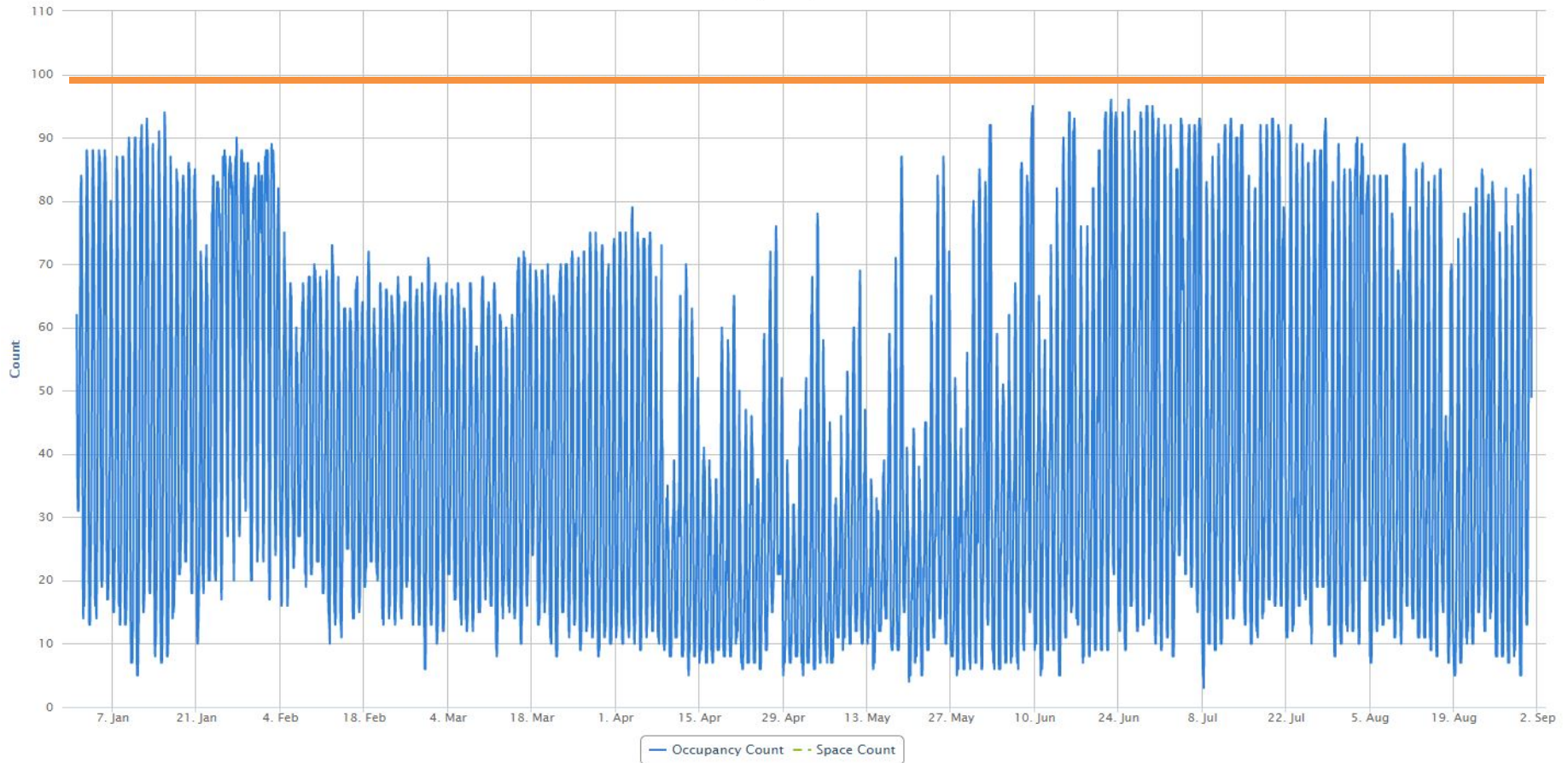
- Ridership increasing month over month by 10-15% (when national ridership is declining)
- Service hours are increasing
- Regional route service is improving
- Baseline data collected as part of the 2019 surveys

Main Street and Surface Parking Lots occupancy 2019



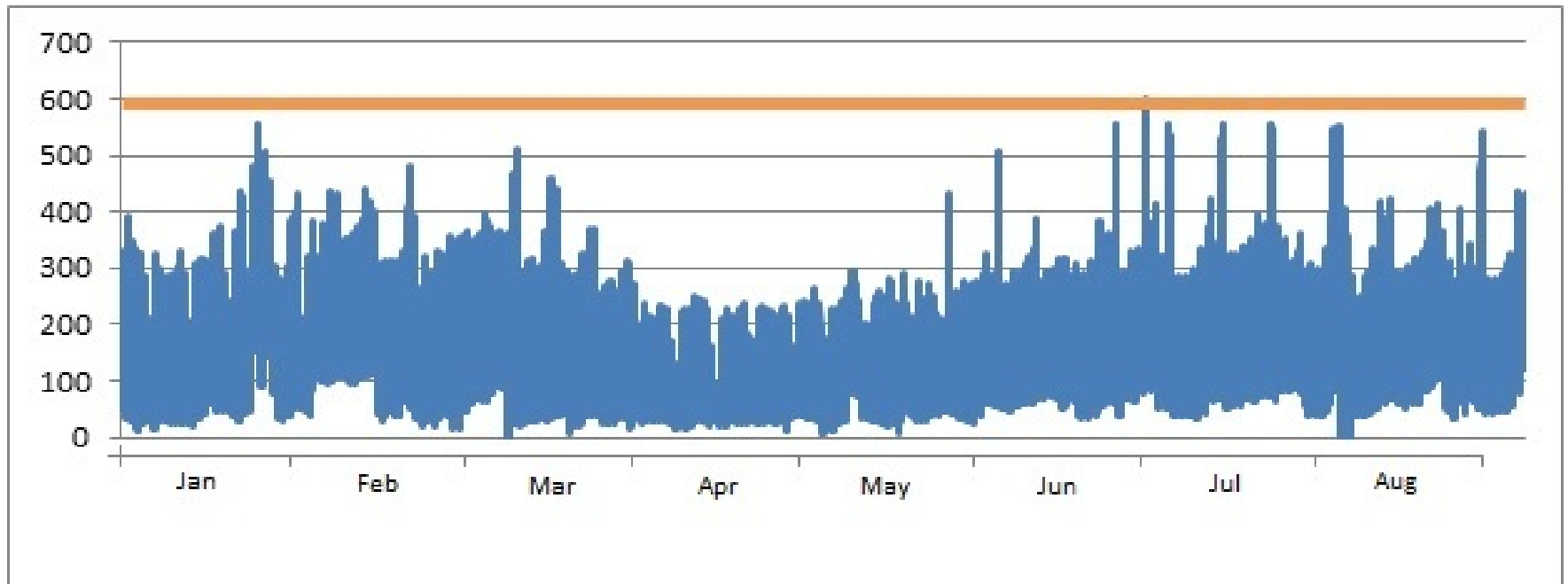
Trends show more consistent daily usage than China Bridge garage.

Sandridge Parking Lot Occupancy 2019



consistently high usage with some troughs in off-peak season

China Bridge Parking Garage Occupancy 2019



China Bridge Occupancy 2019; peaks represent event days and high usage days.
The orange line represents maximum occupancy

China Bridge Parking Garage Occupancy 2018 and 2019

2018	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0	184	141	183	80	33	43	67	67	46	54	50	64
1	163	123	168	78	30	38	62	62	40	49	45	48
2	131	111	149	73	27	34	58	58	36	46	40	38
3	132	108	156	71	27	33	57	58	35	45	38	35
4	118	109	150	71	27	32	56	59	34	46	38	34
5	125	110	155	70	27	33	57	57	35	46	39	34
6	129	114	152	77	30	36	62	64	38	50	43	38
7	140	132	174	91	42	50	79	82	53	65	59	53
8	177	165	212	120	72	81	108	111	84	94	85	85
9	217	210	253	158	113	120	148	151	127	134	127	129
10	257	248	294	188	157	174	204	200	178	179	168	177
11	292	272	310	214	187	220	251	243	224	206	193	209
12	320	296	335	225	203	260	302	273	265	230	212	243
13	343	310	340	232	213	286	325	295	282	251	228	275
14	343	301	342	228	213	288	334	298	274	260	229	285
15	334	291	324	218	195	264	305	280	254	250	216	278
16	315	272	308	203	174	229	272	250	224	229	194	255
17	295	247	281	164	127	180	217	198	175	182	157	217
18	281	251	285	139	92	152	191	190	153	152	129	208
19	296	273	318	133	84	158	207	204	166	158	123	208
20	280	262	306	128	76	153	204	194	152	147	113	188
21	253	229	262	118	65	120	157	152	119	124	95	152
22	234	179	214	97	49	82	112	105	77	86	68	108
23	201	157	193	84	38	57	79	78	55	62	55	82
Before 5	219	195	236	141	104	131	161	153	131	131	118	134
After 5	263	228	266	123	76	129	167	160	128	130	106	166
8a-5p	289	263	302	198	170	214	250	234	212	204	184	215

2019	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
0	107	114	79	36	40	63	78	77
1	83	90	60	31	36	56	71	70
2	67	71	46	27	32	51	66	64
3	62	65	44	27	32	51	65	63
4	62	65	43	27	32	50	65	63
5	62	66	44	27	32	51	66	64
6	65	69	48	31	35	55	70	70
7	81	85	64	42	46	68	81	84
8	116	126	110	80	81	106	118	123
9	158	181	157	125	127	153	171	170
10	211	244	206	166	170	204	228	226
11	245	288	238	190	198	251	291	271
12	280	323	265	200	212	282	328	303
13	300	349	282	204	223	305	342	321
14	312	361	286	205	224	305	344	324
15	312	382	294	199	212	285	322	314
16	304	392	287	188	191	259	288	287
17	280	364	264	144	148	204	231	242
18	266	359	277	118	122	179	209	226
19	268	358	306	117	121	185	222	242
20	244	330	282	114	112	179	210	227
21	207	277	222	93	91	144	170	180
22	166	209	156	65	62	101	125	123
23	130	150	107	43	45	75	91	91
Before 5	166	192	150	106	113	152	176	170
After 5	223	293	231	99	100	152	180	190
8a-5p	249	294	236	173	182	239	270	260

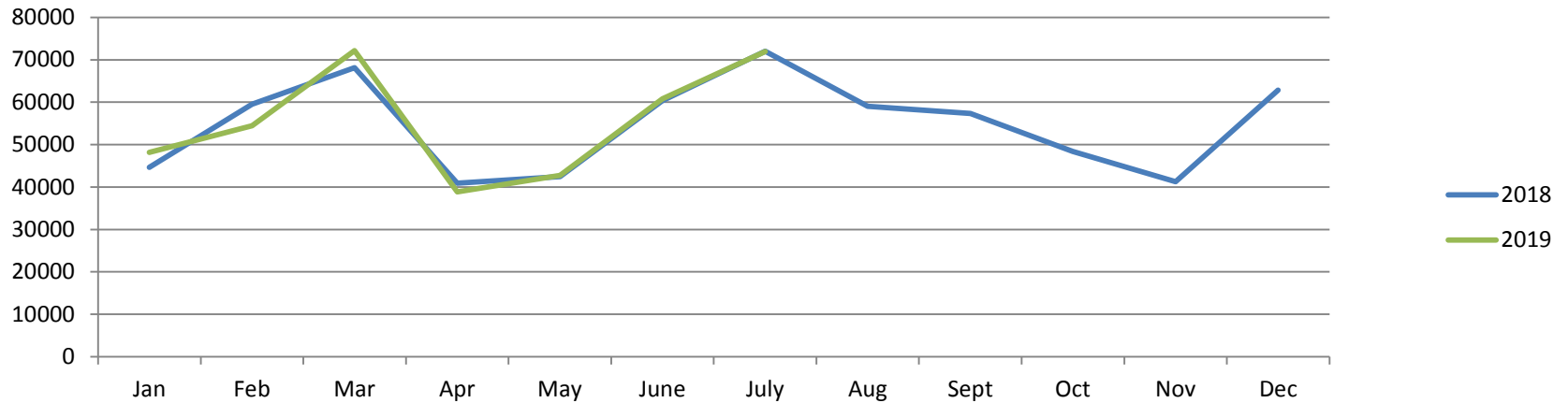
Heat maps of average occupancy in China Bridge garage, 2018 & 2019. Trends show peak occupancy occurs between 10am and 5pm, with extended occupancy until 9pm during peak ski season

Special Event Parking 2019

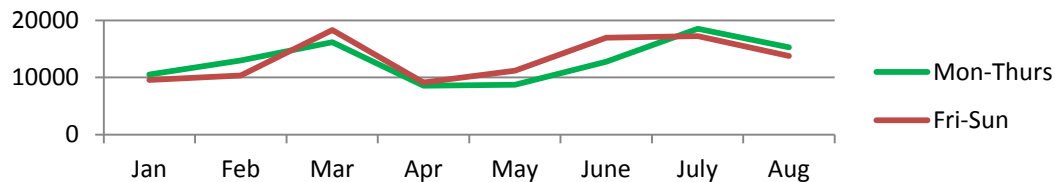
Date	Event	Info						
7/4/2019	4th of July	Swede Alley closed on 4th; Sandridge lots full 9a-3p						
7/7/2019	Silly Market	Full from 11a-4p						
7/14/2019	Silly Market	Near full @ 11a, full @ 1a, egress begins @ 4p						
6/30/2019	Silly Market	Near full @ 11a, full @ 1a, egress begins @ 4p						
1/26/2019	SFF Opening Weekend	Some Swede Alley lots closed; extremely sporadic usage; Sandridge Lots full from 10a-midnight						
7/21/2019	Silly Market	80% full @ 11a; 88% full @ 2p; egress begins @ 4p						
8/3/2019	Kimball Arts Fest	Slow growth to 88% @ 9pm						
8/2/2019	Kimball Arts Fest	Steady usage from 10a-9p; 79% max						
8/25/2019	Tour of Utah	89% @ 11a; 91% peak @ 1p; egress begins @ 4p; some areas closed						
6/23/2019	Silly Market	Max 73% occupancy @ 7p						

Highest volume days in 2019 to date, and event/Surface Lot impact info.
(Please note that some dates restrict available parking and impact traffic patterns in Old Town.)

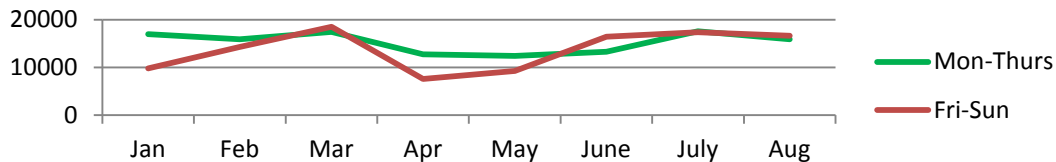
Parking Utilization Summary



Total parking utilization between 2018 and 2019. Trends show similar total utilization across all months of both years.



Main St./Surface Lot occupancy comparison between M-Th & F-Su



China Bridge occupancy, M-Th & F-Su



Key Indicators from 2016 Nelson Nygaard Study

Parking Trends

- China Bridge is generally underutilized after 5pm M-Th and parkers choose to park in lots that seem less complicated/less restrictive.
- During special events and peak days/times, China Bridge reaches capacity
- Maintenance of parking equipment in China Bridge is costly and problematic on a daily basis.
- Data collection is less cohesive due to parallel technology systems.
- Main Street consistently reaches capacity, regardless of cost.
- Most customers prefer using the GoParkCity app over interacting with equipment and there has been increasing usage of seasonal coupon codes.



Parking Next Steps

- Evaluate and implement better-suited parking technology in China Bridge to improve user experience, universalize payment options, and create a more enticing facility for those choosing to pay for parking.
- Improve wayfinding to promote steady occupancy
- Consider minor and appropriate parking rate increases during special events and to areas with greater demand to drive transit ridership.
- Reduce operational cost of Parking Services by streamlining technology tools and condense current infrastructure
- Continue to fine tune services through collaboration with Park City and external stakeholders.



Metrics – Looking Ahead

- Developing new metrics to measure change (LRTP)
- Moving from baseline collection toward **adaptive management**
- Creating public facing language and materials
- Utilizing better technologies
 - Parking
 - Trip reduction strategies

RideAmigos: “Ride On Park City”

- Capture employees of large trip generators
- Ability to administer incentives and cash prizes for good trips
- Notifications for transportation, weather, and events
- Ultimate goal is to make public facing
- Targets will change and grow as audience does



Metrics In Development

- Simple, recognizable metrics
- Move away from car-centric measurements
- Can be adjusted by season
- Less burdensome to report on; reflect effectiveness of system
- Identified targets to reach
- Focus on new ideas for performance measures based on plan goals



L RTP Goals

CITY COUNCIL'S GOAL: 25% VEHICLE TRIP REDUCTION FROM
CURRENT LEVELS ON GATEWAY CORRIDORS BY 2030

Improve **local and regional** transportation connections between activity centers, travel modes, and community destinations for residents, commuters, and visitors. Ensure the transportation system supports Park City's **future growth and land use changes**.



ACCESS



INCLUDE

Ensure **equitable access** to opportunity, catalyzed by local and regional mobility choices that are **affordable** and support **healthy living**.

**TRANSPORTATION
GOALS**

Prioritize a **community-focused**, multimodal transportation network that is **easy to use, convenient, and safe**.



TRANSFORM



SUSTAIN

Support a **resilient** community, anchored by long-term transportation investments that reduce **greenhouse gas emissions**, decrease **single occupancy vehicle trips**, and mitigate environmental consequences of development.

Your Reporting is Only as Good as your Data

- Frequency, Quality, and Diversification of data
- Often time intensive and/or costly
- But without data we lack insight
- Examples of recent data collection:
 - **rMove Travel Diary** – created a new and more accurate understanding of how people move
 - **Deer Valley Drive Complete Street Baseline** – captured ‘before’ data to help measure success of new infrastructure and improvements
 - **Transit Onboard Surveys** – A statistically significant baseline of transit users

SR-248 Pedestrian and Bike Tunnel Contract Amendments and Project Update

Julia Collins & Alfred Knotts
October 22th 2019



Presentation Overview:

- Project benefits
- Project timeline
- Mitigation efforts
- Timeline
- Budget to date
- RMP and Horrocks Contract Amendment
- Questions/Discussion



Project Benefits



- Connecting neighborhood destinations
- Safe student crossing to school
- Enhancing safer connectivity for all users
- Alleviate traffic delay
- Enhanced connections to transit and pathways



Project Benefits



- Collected community input
- Voter approved project list Summit Transportation Initiative
- Collaboration with property owners, UDOT, Seminary, and residents
- Tunnel safety and benefit analysis
- Ongoing communication with property owners PCSD/LDS Seminary on design and project

Table 1: HAWK Signal Delay Analysis

Peak Hour	Avg. Pedestrian Actuations	Peak Hour Volume (vph)	Total Peak Vehicle Delay/Veh (s)	Total Peak Vehicle Delay (hr)	Total Vehicle Delay/School Year (hr)
7:00-8:00 AM	23	1406	6.5	8.13	1,464
8:00-9:00 AM	12	1352	4.4		
2:45-3:45 PM	15	1336	4.8		
3:45-4:45 PM	12	1555	5.0		

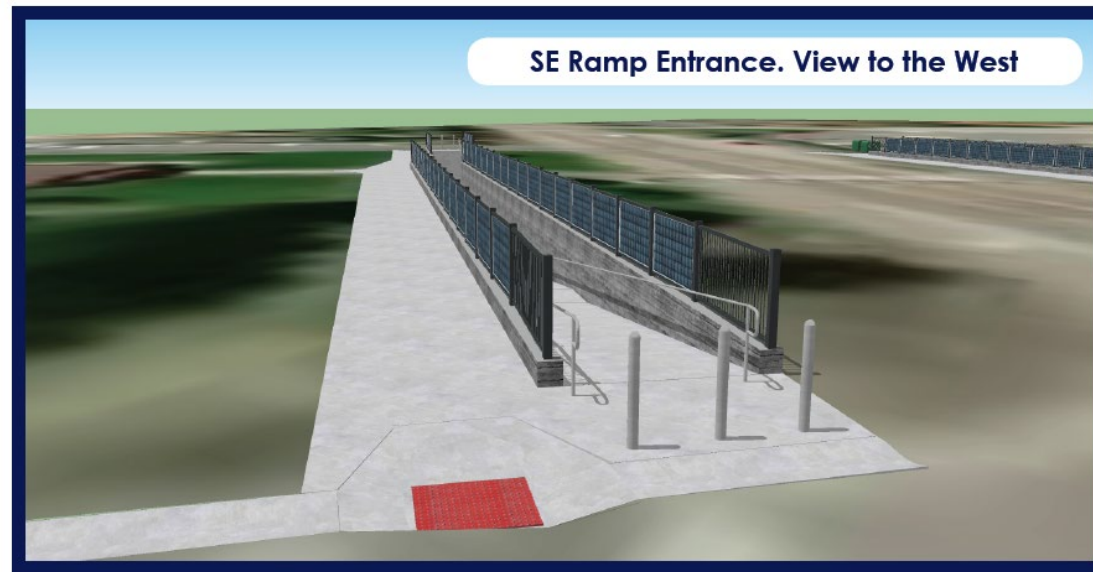
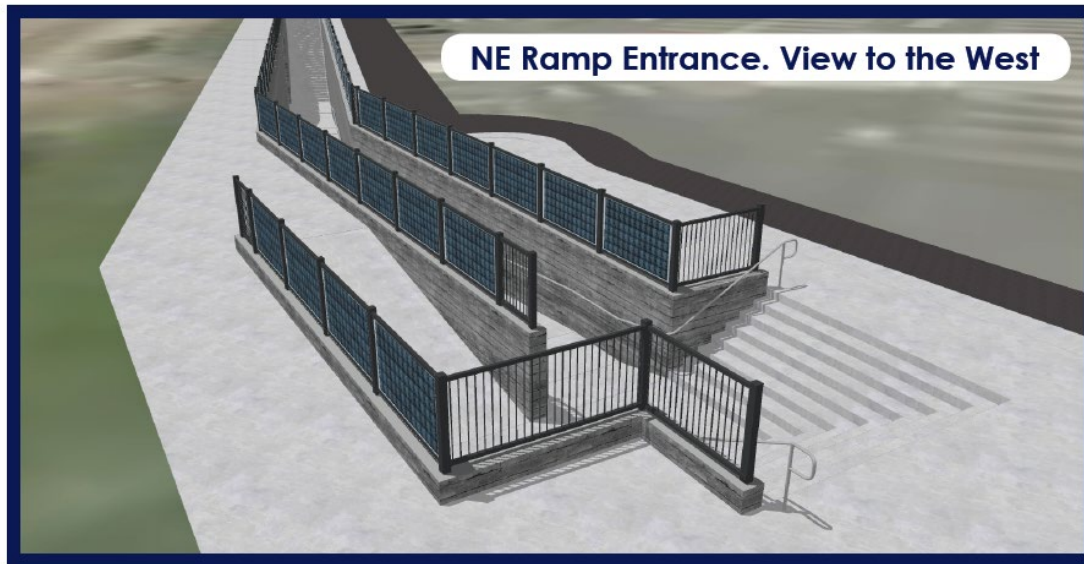
PARK CITY TRANSPORTATION GOALS

SR-248 Pedestrian Tunnel Design



Final Design

A “Green Tunnel”



- Net zero snow melt system
- High School electric car charging stations
- Solar panel guardrail
- Board form concrete
- Art murals (School District)



Tunnel Design: board form concrete



Tunnel: Coordination with Park City School District



Construction Mitigation

- Increase in traffic safety and school safety in collaboration with:
 - Park City Police
 - School District
 - UDOT





KEARNS BLVD/SR-248 TUNNEL DETOUR

Pedestrian Route: Ruta de Estudiante

QUESTIONS? / PREGUNTAS?

- Call: 385.375.2111
- Email: info@SR248tunnel.com
- Web: bit.ly/248tunnel

Temporary Construction Path:

Beginning Aug 16th, a temporary crossing across SR-248/Kearns will be in place for students and pedestrians ahead of the start of school (see circulation map below). Please follow dashed pathway around construction site.

Camino de Construcción Temporal:

A partir del 16 de agosto, se realizará un cruce temporal de HAWK a través de SR-248 / Kearns para estudiantes y peatones antes del comienzo de la escuela (ver el mapa de circulación a continuación). Por favor, siga el camino a través del corredor alrededor del sitio de construcción.

PROJECT MAP



Construction Mitigation



Project Timeline

- Original contract completion date was August 30th
- Due to unanticipated utility conflicts, weather delays and contractor commitment
- Anticipate tunnel opening mid-November
- Continue to minimize construction impacts



Additional Utility Design



- Water line valves and looping
- Rocky Mountain Power, Pacificorp 1200v main line relocation



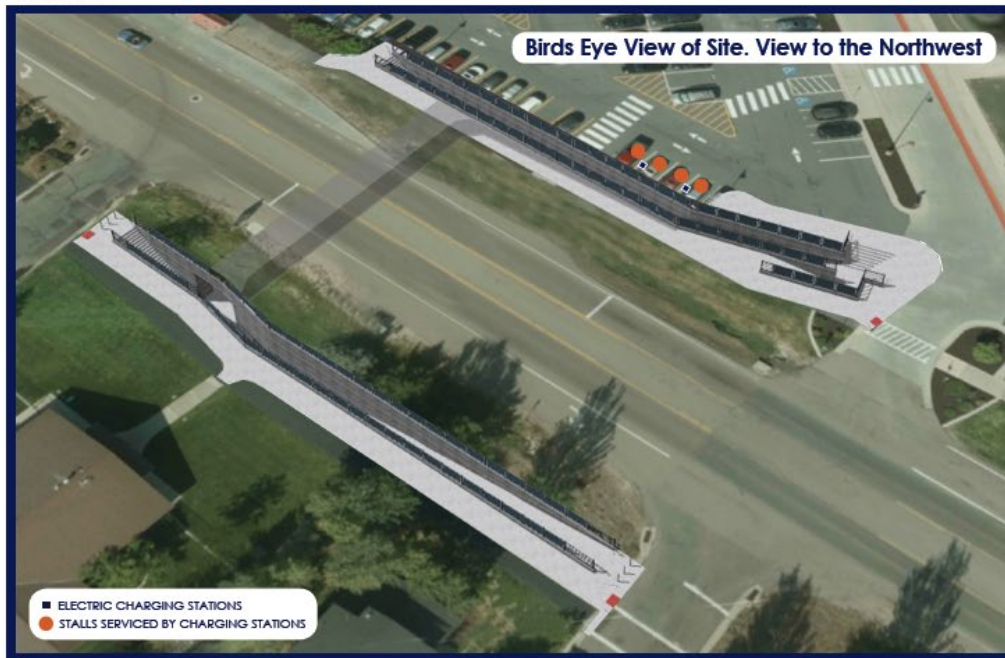
Project Costs To Date:



- Land Acquisition: easements provided at no costs by PCSD/LDS
- Stapp Construction Costs \$3,407,645
- Utility Relocation Costs \$ 107,970
- UDOT Costs \$ 1,500
- Design Costs \$ 225,396
- Construction Management \$ 111,404
- Additional Construction mgmt \$ 122,235
- Additional Rocky Mountain Power costs \$ 43,334
- Contingency 10%
- Original Estimated Project Costs **\$ 3,853,915**
- **Updated To Date Total Project Cost:** **\$ 4,019,485**
- **Funding for the entire project provided by the Summit County Transportation Sales Tax Revenues.**



SR-248 Tunnel Rendering



SR-248 PEDESTRIAN TUNNEL RENDERING

3-8-2019

Project Features:

- Electric Car Charging Stations (High School)
- Solar Panel Guardrail
- Snow Melt System
- Board Formed Concrete
- Art Murals in Tunnel (School District)

Drawings are conceptual and may not depict exact construction conditions.



HORROCKS
ENGINEERS

Tunnel Design

