PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
January 16, 2024

The Council of Park City, Utah, will hold its regular 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/83572334435

CLOSED SESSION - 2:30 p.m.

The Council may consider a motion to enter into a closed session for specific purposes allowed under the Open and Public Meetings Act (Utah Code § 52-4-205), including to discuss the purchase, exchange, lease, or sale of real property; litigation; the character, competence, or fitness of an individual; for attorney-client communications (Utah Code section 78B-1-137); or any other lawful purpose.

WORK SESSION

3:45 p.m. - Transportation Capital Program Overview

4:45 p.m. - SR 224 Bus Rapit Transit (BRT) Update - Presented by Caroline Rodriguez, High Valley Transit Executive Director

5:15 p.m. - Break

REGULAR MEETING - 5:30 p.m.

I. ROLL CALL

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Reports

1. Emerging Disruptors Study Update
2. Transportation Operating and Capital Budget Update
3. China Bridge Parking Structure Condition Assessment Contract with Kimley-Horn and Associates

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

IV. CONSENT AGENDA

1. Request to Approve Type 2 Convention Sales Licenses for Operation during the 2024 Sundance Film Festival
2. Request to Authorize the City Manager to Execute a 2nd Amendment to a Design

Professional Services Agreement with WCEC Engineers, Inc., dba Wall Consultant Group, in a Form Approved by the City Attorney, to Provide Additional Transportation Modeling Services Not to Exceed $66,000, for a Total Contract of $133,980

V. NEW BUSINESS

1. Discuss Ranked Choice Voting as a Possible Method for the 2025 Mayoral and Council Election
   (A) Public Input

2. Discuss the Main Street Water Line Replacement Project
   (A) Public Input

3. Open and Public Meetings Act (OPMA), Government Records Access and Management Act (GRAMA), and Ethics Act Updates

VI. 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.**

Subject: Transportation Capital Program Update
Authors: Gabriel Shields, Julia Collins, Alex Roy
Departments: Engineering, Transportation Planning
Date: January 16, 2023
Type of Item: Work Session

Summary

Anticipating the FY25 budget process and maintaining our focus on implementing the City's long-range transportation plan (Park City Forward), The Transportation Planning and Engineering department will provide an overview of the transportation implementation process, current capital projects in motion, an overview of grants, and recent capital accomplishments.

This report provides an overview of important transportation initiatives and finances ahead of future discussions on funding, timing, and project prioritization. A follow-up work session will take place during the budget cycle, emphasizing transportation project funding strategies and choosing between sometimes competing projects for time, resources, and organizational focus.

Transportation Implementation Overview

Park City Forward was developed to plan for and accommodate future transportation infrastructure needs. This planning process included considerable community engagement and analysis to provide a forward-thinking vision to guide the future of transportation investments for the City. Multiple modes of transportation and technology were incorporated into a project wish-list, which helps inform a package of potential capital investments.

Park City Forward, the City's long-range comprehensive transportation plan, was adopted by Council in September 2022, and identified six guiding principles:

- Develop a Park Once community;
- Collaborate with regional partners on long-range transportation solutions;
- Identify, manage, and mitigate traffic during peak conditions;
- Expand our world-class biking and walking infrastructure;
- Proactively review and analyze disruptive transportation and transit ideas and innovation; and
- Continue to develop and improve the internal Park City Transit system.

Capital projects and initiatives were identified and prioritized through a robust planning process, including a review of numerous local and regional planning documents, a series of workshops, community outreach, and best practices from a stakeholder group and industry professionals. As the project list moved forward, projects were sorted into different phases to reflect the Plan's goals and accommodate different project timing into one project list. Projects may be added or removed as development, technologies, funding, and economic changes occur.

- Phase 1 Priority Projects: a fiscally conservative package of investments to catalyze near-term action and mobility benefits.
- Big Concept Projects: Transformative projects that Park City is actively developing or working with regional partners to advance.
- Vision Projects are long-term investments that have transportation benefits but are not as high priority or regionally significant as Phase 1 or Big Concept phases.

Phase 1 Projects (see Exhibit A) are evaluated by mode or project-specific analysis and incorporated into Park City's Capital Improvement Program (CIP). To develop the FY24 CIP priorities, all the projects were evaluated against Park City Forward's goals, travel benefits, community and stakeholder feedback, and staff expertise. This approach was presented on March 2, 2023, as part of the Council retreat and again on April 27, 2023.

Project Delivery Process

The CIP approved projects advance toward construction through a four-step delivery process. This process begins with Transportation Planning and is transferred to Engineering as the level of design increases. A cost estimate is developed or refined at every step with contingencies appropriate for each step. These cost estimates serve as the basis for capital requests through the budget process. This also includes evaluating grant competitiveness during each step of the project delivery process.

The four-step approach: Planning and study, Concept Development, Final Design, and Construction. See Exhibit B for a detailed description of the project delivery process. In summary, this process includes the following:

Planning & Study led by Transportation Planning with support from Engineering and other departments such as Transit, Public Works, and Community Engagement. This step includes extensive public outreach to confirm the problem to be solved and the community's vision for a solution. Based on comparable projects within the geographical area, an initial planning level cost estimate is created at this step.

Concept Development led by Transportation Planning with support from Engineering and others as appropriate. Building from concepts identified in the previous step, we refine the concepts and provide high-level design. The deliverables may include a concept-level cross-section, final analysis, plan view design, or renderings. The initial planning cost estimate is refined as the level of detail increases, including contingency adjustments.

Final Design led by Engineering with support from Transportation Planning and others as appropriate. Building on the stakeholder engagement as the design work progresses and aims to create Plans, Specifications, and Estimates to facilitate implementing the work completed in previous steps. The deliverables include stamped construction drawings, specifications, and an Engineer's Estimate.

Construction led by Engineering with support from Community Engagement. This step retains the design professional responsible for the design and often includes onboarding a construction-focused public relations team. Weekly construction coordination meetings and monitoring the project in the field occur with the General Contractor to ensure quality control measures, schedules, and stakeholder concerns are proactively and appropriately addressed.

Capital Projects in Motion: Planning & Study

CP0025 Bus Stop Improvement Program

Upon receiving a substantial and diverse mix of grants focused on bus stop improvements, this program was established at the April 27, 2023, City Council meeting as a sustainable method to

deliver systematic improvements. These improvements focus on existing Park City bus stops serviced by Park City Transit and High Valley Transit to add amenities (bike and ski racks, seating), access (American Disabilities Act and sidewalks or crosswalks), and other improvements. This model efficiently leverages multiple transit-focused funding sources to realize economies of scale for system-wide improvements.

The program follows the four-step project delivery approach. While these activities must occur sequentially, the multi-year approach allows the activities for different years to occur in parallel. For example, final design activities are currently occurring for stops in the construction year 2024, while planning work is ongoing for stops in the construction year 2025. This approach contemplates improving 26 stops in 2024 and 46 stops in 2025 and 2026. The complete program will improve 72 stops through the end of 2026. Additional stops are expected to be delivered under this program as future Federal grants are awarded.

Capital Projects in Motion: Concept Development

CP0478 Thaynes & Three Kings Pathway

This project updates infrastructure for bikes and pedestrians in the Thaynes & Three Kings neighborhoods. The project seeks to understand the appropriate facility type (sidewalk, bike lanes, pathways, etc.), location, and land use connections within this area. In addition, this project will consider whether appropriate solutions can be implemented to address speeding concerns, as reported by the Neighborhoods First Committee.

The project will be implemented in stages to expedite utilizing the Utah Department of Transportation (UDOT) grant funding and advance key project segments. The initial stage will prioritize Thaynes Canyon Drive from Three Kings Drive to Park Avenue and connections to the McLeod Trailhead on Snow Creek Drive. The primary objective of this stage is to facilitate convenient and safe bicycle and pedestrian access while fostering connectivity with the adjacent neighborhoods and destinations. We will also explore opportunities for traffic calming measures on Thaynes Canyon Drive in response to observed higher speeds. The project will not include additional parking or drop-off zones along Thaynes, per the direction of the July 13, 2023 City Council meeting. Construction for stage I is expected to arrive as early as summer 2024.

CP0385 Lower Park Avenue Reconstruction

Beginning with the Old Town Improvement Study, this project aims to alleviate neighborhood concerns about walking and biking along Park Avenue from Empire Avenue to Heber Avenue and resident and timed parking. Additionally, this project will replace aging water and sewer infrastructure along the corridor. The Planning & Study step included visioning work to identify community improvement preferences. A summary of the public engagement process was presented at the City Council meeting on February 2, 2023. The community ultimately supported a preference for walking infrastructure over parking as the primary desires for this corridor. Parking and bike facilities will continue to be accommodated in the design process.

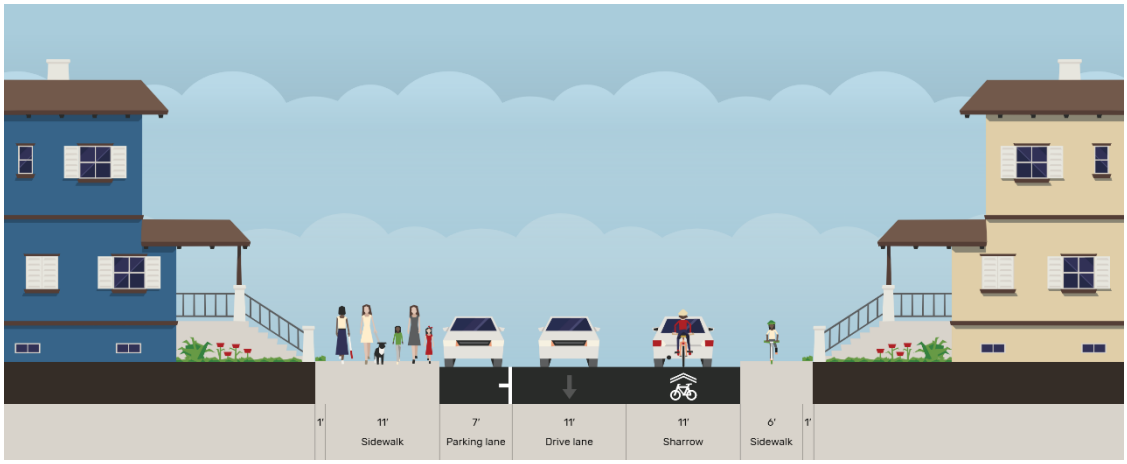


Figure 1 - Community Preferred Cross Section for Lower Park Avenue

CP0540 Snow Creek Crossing

This project seeks to provide connectivity among the spine of the Park City active transportation network through Park City Forward and the Summit County Active Transportation Plan. Initially contemplated through the 2007 Walk Study initiative as the "Dan's to Jan's" tunnel located at the intersection of Park Avenue and Kearns Boulevard, this project has evolved to locate the crossing at the intersection of Kearn's Boulevard and Snow Creek Drive. Considering the McLeod Creek Trail and Rail Trail, this project considers additional pathways and trails along Homestake Road, Munchkin Road, and Kearns Boulevard, as shown in the figure below.

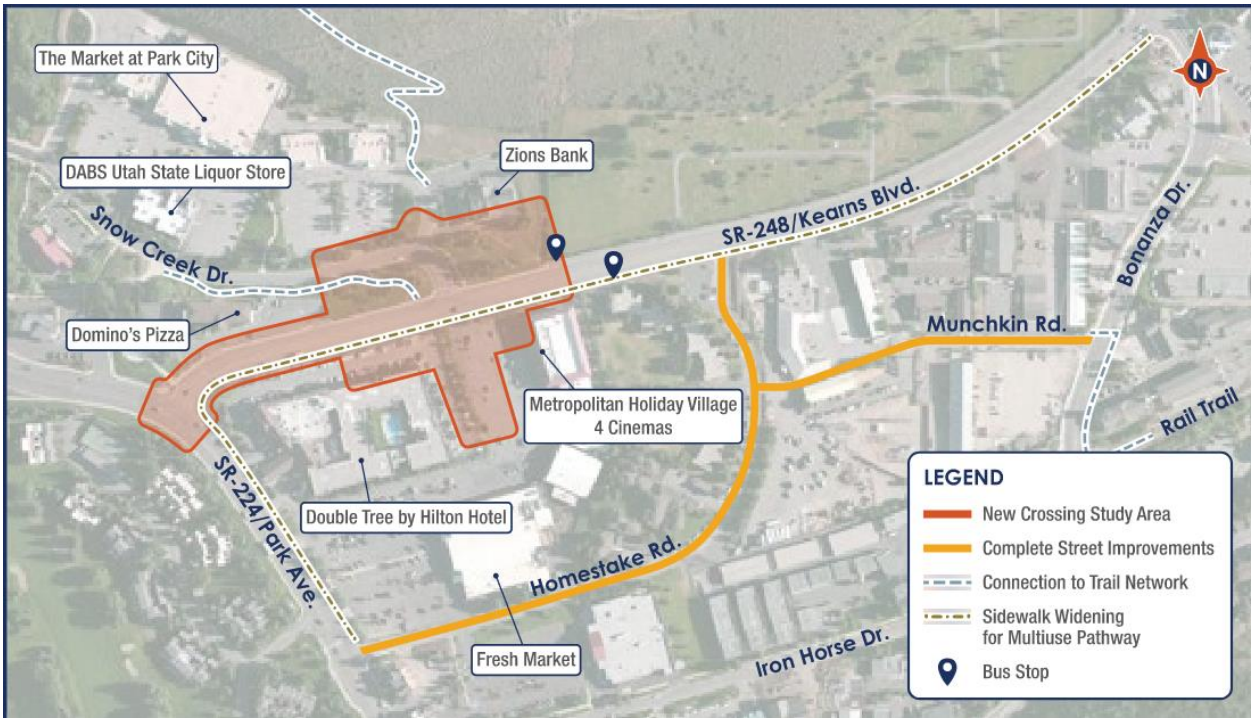


Figure 2 - Active Transportation Connections in the Vicinity of Snow Creek Drive

A feasibility study was completed in Spring 2022 to evaluate a grade-separated crossing. At the May 12, 2022 City Council meeting, the Council unanimously voted to favor a tunnel solution instead of a bridge. Following Council approval at the June 22, 2023 City Council meeting, work has progressed, focusing on value engineering, risk mitigation, and refinement of cost estimates. Council has not made a final decision to move this project forward yet.

Capital Projects in Motion: Final Design

CP0527 Homestake Road Reconstruction

This project creates bike and pedestrian connections in the core of Bonanza Park as well as upgrades to utility infrastructure. Currently, the area has informal parking and no pedestrian or biking facilities. A lack of these facilities discourages residents and visitors of the area from using active transportation and prioritizes vehicle travel. This project acknowledges the Bonanza Small Area Plan and developed a strategy for implementation to perform the utility work initially and later complete the bike and pedestrian components. This approach allows for adjustments to the design resulting from the plan.

In addition to the Engine House project, it is expected that the Bonanza Park area will continue to redevelop and generate higher demand for bike and pedestrian facilities. This project has been designed to preserve off-street parking and formalize on-street parking. Beginning from the existing sidewalks on Park Avenue, a dedicated 12' multi-use path is planned along the south and east sides of the roadway, as well as 6' sidewalks on the north and west sides of the roadway. At the intersection of Homestake Road and Kearns Boulevard, the multi-use path continues on the south side of Kearns Boulevard, extending west towards Snow Creek Drive and east towards the 5-acre site. The figure below illustrates the vision for access for all users on Homestake Road.

Figure 3 - Street View of Homestake Road Looking East near Engine House

The design work is expected to reach 100% submittal in early 2024. During the July 27, 2023 City Council meeting, a contract was authorized to begin Right-of-Way activities required to complete the project. Negotiations with property owners for temporary construction easements and Acquisitions are ongoing. While this work precludes the full completion in 2024, an initial utility package will install the storm drain system and relocate dry utilities from the project footprint in the summer of 2024.

Transportation Grants

Various transportation grant programs are available from Federal, State, and County agencies. Many of these programs continuously modify project eligibility and submittal timelines. Park City has invested in consultant technical expertise, staff training, and resources to have a high success rate on transportation grants.

Historically, transportation revenues have funded smaller capital projects or offset the match requirements of grants. Most of the City's current capital projects are funded through grants, as the transportation fund cannot solely advance the capital program. Traditionally, major transportation capital projects cost millions, which is the premise for funding strategies relying on grants. These programs are generally very competitive and constantly evolving, and not all the city transportation priorities align perfectly with available grant programs. Looking ahead to the potential Olympics and Park City's economic contribution to the State, additional funding strategies exist, such as private/public partnerships, other city revenues, and federal or state appropriations.

Below is a sampling of current grant programs and past Park City awards.

Federal: Multiple federal agencies, including the Federal Transit Administration (FTA) and the USDOT, issue competitive grants. Park City's required cash match for the grant awards ranges from 20%-40%. All grants previously awarded are currently incorporated into the City's adopted capital budget.

- FTA Discretionary Grant Program: Low-No Emissions (Low-No) and Bus and Bus Facilities
    - Past Awards:
        - $7,400,000 awarded in 2024 for bus stop improvements
        - $1,080,000 in 2020; $2,290,000 in 2018; $500,000 in 2017; $3,900,000 million in 2016 for electric fleet conversion and bus charging infrastructure
- FTA Grant Program: 5311 and 5339 Formula Capital Grants are grants for capital and planning awarded to public transportation in rural areas. Operating assistance grants are also awarded through this program
    - Past Awards: $1,960,933 in 2022; $2,389,699 in 2021; $1,750,000 for electric bus replacements, transit center, and park and ride design; $400,000 in 2020 for bus technology software
- USDOT Coronavirus Aid, Relief, and Economic Security (CARES) Act
    - Past Awards: $973,881 in 2020 for Enhanced Bus Stops at Fresh Market and Park Avenue Condos
    - The Grant program expired as it was geared toward economic relief

- USDOT Reconnecting Communities and Neighborhoods Grant Program is in the second year of the five-year program.
    - Applied for $6 million in 2024 for Snow Creek Tunnel
    - Response anticipated Spring 2024
- USDOT Safe Streets and Roads for All (SS4A) Grant Program
    - Awarded funding in 2023 to develop a Regional County Safety Action Plan through the Mountainland Association of Governments (MAG)
    - The Safety Action Plan is required to apply for future capital funding

State: approximately 50% of the UDOT funding falls under the Transportation Investment Fund (TIF) and Transit Transportation Investment Fund (TTIF). In 2020, this program was expanded to allow local governments to apply. Local match requirements are 40% of the total project value. Program eligibility includes multimodal projects and requires projects to be included in statewide plans. Historically, this program has been available every two years but is up to the Transportation Commission's discretion.

- 2023: Applied for Lower Park Ave $3,040,000. Response anticipated Spring 2024
- 2022: Awarded for Prospector Bus Shelter Amenities $420,000
- 2022: Awarded for Bonanza District Transit and First/Last Mile $1,620,000
- 2022: Awarded for Snow Creek Tunnel $3,517,800
- 2020: Awarded for Thaynes and Three Kings Active Transportation Network $960,000

Additional regional transportation planning grants from UDOT, FTA, and MAG are available. These grants are often for long-range planning, policy changes, regional planning, preliminary capital studies, or other transportation-related planning activities.

Prior awards include:

- 2022: Awarded for Regional Park and Ride Study $175,000 (a partnership project awarded to Summit County)
- 2021: Awarded for Emerging Disruptors Study $80,000
- 2020: Awarded for Park City's Bike and Pedestrian Plan $75,000
- FTA 5309 Planning Grants
    - Past Awards: Short Range Transit Plan, $64,000 to develop a 1-5 year transit operations plan completed in 2023

Summit County: The two main transportation programs led by Summit County include the County Option Transportation Sales Tax 3rd Quarter (TST) grant program and the Corridor Preservation Fund. These programs are administered by Summit County and recommended by the Council of Governments (COG). A local cash match requirement is 20%, with applications scoring higher with an increased cash percentage. The COG is comprised of mayors from all the municipalities in Summit County. COG meetings are held every quarter or more frequently (as County staff deems necessary). The meetings are open to the public. Agendas, recordings, and minutes are available on the Summit County website.

We work closely with the Mayor and Summit County professionals to ensure the revenue generated within Park City is proportionally returned to the municipality from which it was originated. In 2023, the following TST awards were made:

- Enhanced Bus Stops at Fresh Market and Park Avenue Condos $900,000

- Bus Stop Improvement Program $900,000
- Snow Creek Tunnel $1,067,353

Corridor Preservation: The COG serves as the program manager and recommends Corridor Preservation projects to the Summit County Council for final selection. Corridor Preservation Projects are funded from the added $10 fee on vehicle registrations in Summit County. The State code restricts this funding to transportation right-of-way acquisition projects.

- 2023: Awarded for Park City Intersection Richardson Flat Rd/SR-248 $1,400,000
- 2019: Awarded for SR-224 & SR-248 Bus Rapid Transit (BRT) $1,000,000

Recent Successes

During the work session, staff will give an overview of the recent transportation projects constructed in 2023. The projects include:

- SR-248 Transit Express Shoulders
- Upper Main Street Traffic Calming and Sidewalk Improvements
- Enhanced Bus Stops at Fresh Market and Park Avenue Condos
- 4th and Swede Crosswalk
- Wayfinding Old Town Stairs
- Comstock Traffic Calming and Crosswalk Improvements

Discussion

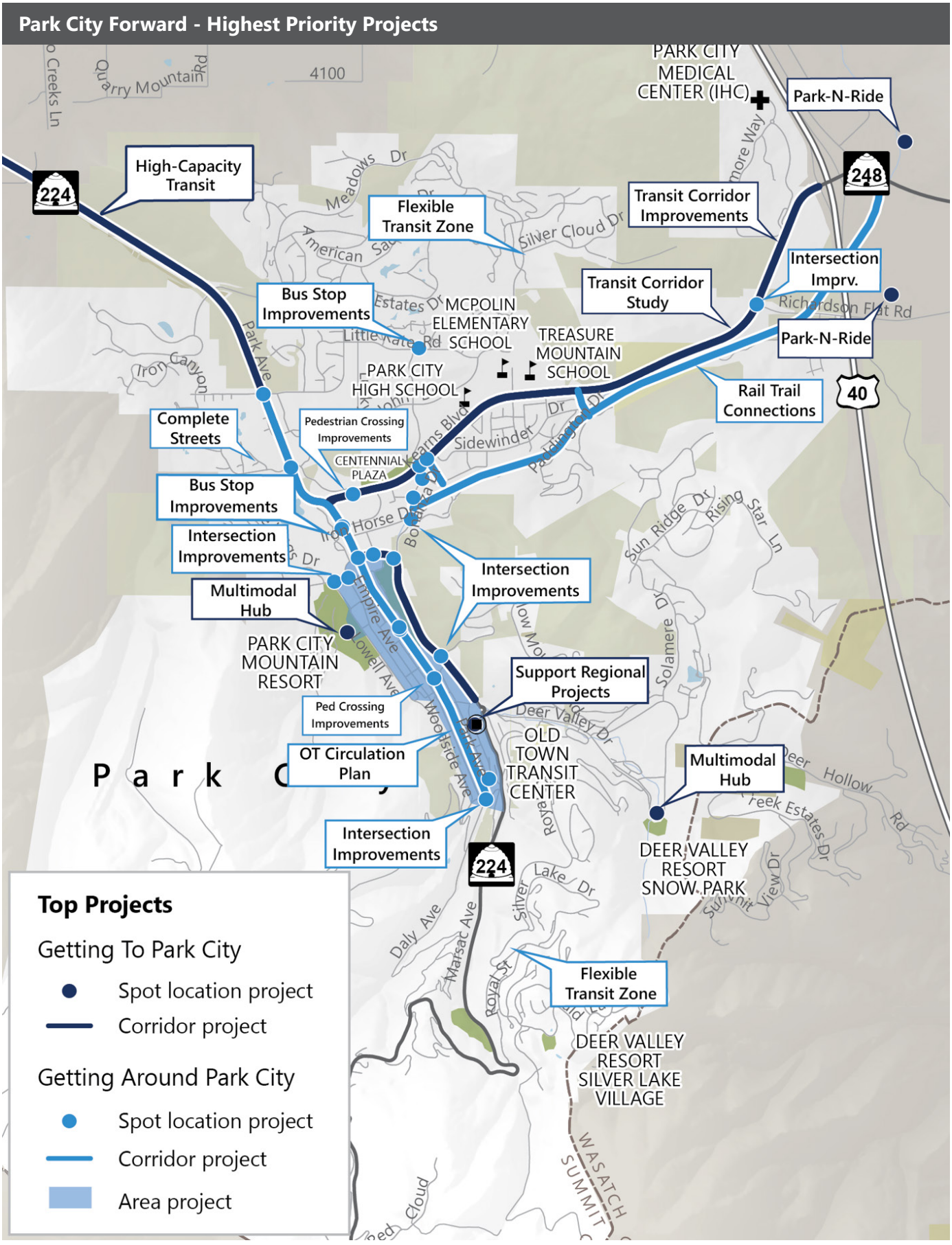
The City Council Work Session is focused on transportation capital projects and exploring funding strategies for implementation. Looking ahead to a potential Olympics and continuing to advance the transportation capital program in the FY25 budget cycle, we seek direction on:

1. Is the Council comfortable with the direction of the numerous and complex initiatives currently within the Transportation Capital Program?
2. Should we continue with grants as the primary funding strategy, or are there other funding mechanisms you want to explore to advance the transportation capital projects?

Exhibits

Exhibit A: Park City Forward Vision Priority Project Map
Exhibit B: Project Delivery Process Overview
Exhibit C: City Council April 4, 2023, Capital Project List

Exhibit A



10 For a complete list of investments, please see Chapters 4-6 of the full Park City Forward plan.

PRIORITY PROJECT PLAN

Park City Forward elevates the projects that will best help us reach our goals and fulfill our vision. The map on the next page shows some of the highest priority projects to keep Park City moving forward.

GETTING TO PARK CITY

Park City is working to decrease the amount of traffic coming into town by providing robust mobility options, including new regional services, parking areas outside of town via intercept lots, and enhanced transit service.

Priority Projects

- **SR-248 Corridor Mobility Improvement Project**
- **Support Regional Projects (PC-SLC Connect)**
- **SR-224 High-Capacity Transit**
- **SR-248 Transit Corridor Study**
- **Park-and-Ride Facilities**
- **Park City Mountain Resort (PCMR) Multimodal Hub**
- **Deer Valley Resort Multimodal Hub**
- **Peak Day Mitigations**
  - » Wayfinding, Real-time Information, and Data
  - » Marketing & Communications
  - » Real-time Travel Information

GETTING AROUND PARK CITY

When people are in Park City, we focus our investments in projects and modes that support parking once, using non-driving modes as able, and improving connections for the local community.

Priority Projects

- **Pedestrian Crossing Improvements**
- **Rail Trail Connections**
- **Park Avenue Complete Streets**
- **Old Town Circulation Plan**
- **Intersection Improvements**
- **Flexible Transit Zones**
- **Bus Stop Improvements**

Exhibit B: Detailed Description of the Project Delivery Process

CIP projects approved in the budget advance toward construction through a four-step delivery process. This process begins with Transportation Planning and is transferred to Engineering as the level of design increases. A cost estimate is developed or refined at every step with contingencies appropriate for each step. These cost estimates serve as the basis for capital requests through the budget process. This also includes evaluating grant competitiveness during each stage of the project development.

The project delivery process includes the following steps:

1. Planning & Study
2. Concept Development
3. Final Design
4. Construction

Planning & Study is led by Transportation Planning with support from Engineering and other departments such as Transit, Public Works, and Community Engagement. This step includes extensive public outreach to confirm the problem to be solved and the community's vision for a solution. Outreach may include community surveys, workshops, open houses, interviews, the formation of liaison committees, or other communication methods. This step includes defining the project goals, gathering community desires and uses, and developing contextually appropriate concepts that align with the community's vision. This step may also involve technical analysis, modeling, and data gathering. The deliverables may include a written statement of goals, analysis report, or high-level artistic renderings that capture the community vision as captured in Park City Forward or other planning efforts. An initial planning level cost estimate is created based on comparable projects within the geographical area. This cost estimate acknowledges a minimum level of information and provides considerable contingencies. The figure below shows renderings created at the planning and study step.

Figure 1 - Zoning and Land Use Graphics Considered for Upper Main Street

Concept Development is typically led by Transportation Planning with support from Engineering and others as appropriate. Building from concepts identified in the previous step, this step refines the concepts and provides high-level design application to the project. This step may include work to identify existing right-of-way and utilities. These items historically have significant impacts on the feasibility of a project. Typical sections and renderings are further defined to understand community acceptance of the proposed solution better. Public outreach and feedback remain a focus during this step. It may be expanded to include specific focus groups, stakeholder groups, or other community groups to capture relevant technical information before entering the final design. Community acceptance and relevant technical information are critical to success in this step. Ultimately, the costs to correct these items are more palatable in earlier steps and become substantially more expensive in later steps. Outreach activities include open houses, focus groups, TAC meetings, and surveys. The deliverables may include a concept typical section, final analysis, plan view linework, or perspective renderings. The initial planning level cost estimate is refined at this stage as the level of detail increases, including adjustments to contingencies. The figure below illustrates the level of detail often provided at this step.

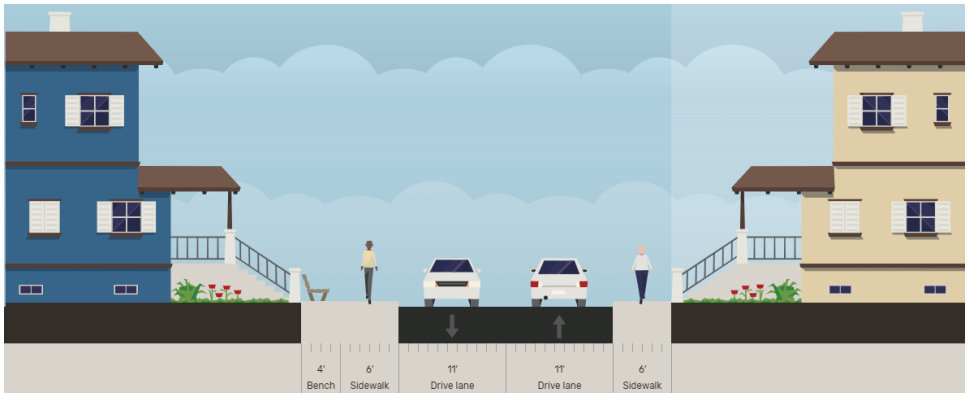


Figure 2 - Concept Typical Section Created for Upper Main Street

Final Design is led by Engineering with support from Transportation Planning and others as appropriate. To capitalize on community outreach in previous steps, the Final Design step builds on stakeholder engagement as the design work progresses. This step aims to create Plans, Specifications, and Estimates (PS&E) to facilitate implementing the work completed in previous steps. The design work begins with the concepts generated in earlier steps and progresses through submittals at 30%, 60%, and 100%. As the level of detail increases, public outreach aims to identify critical design issues such as driveway connections, access issues, and long-term maintenance. Reviews are performed at each milestone submittal and include the design team, stakeholders, and others as required on a project-by-project basis. The deliverables include stamped construction drawings, specifications, and an engineer's estimate. The engineer's estimate is the final cost estimate prepared and represents the engineer's cost estimate based on all required construction activities and a residual contingency factor for change orders. These documents are used to initiate the procurement of a general contractor.

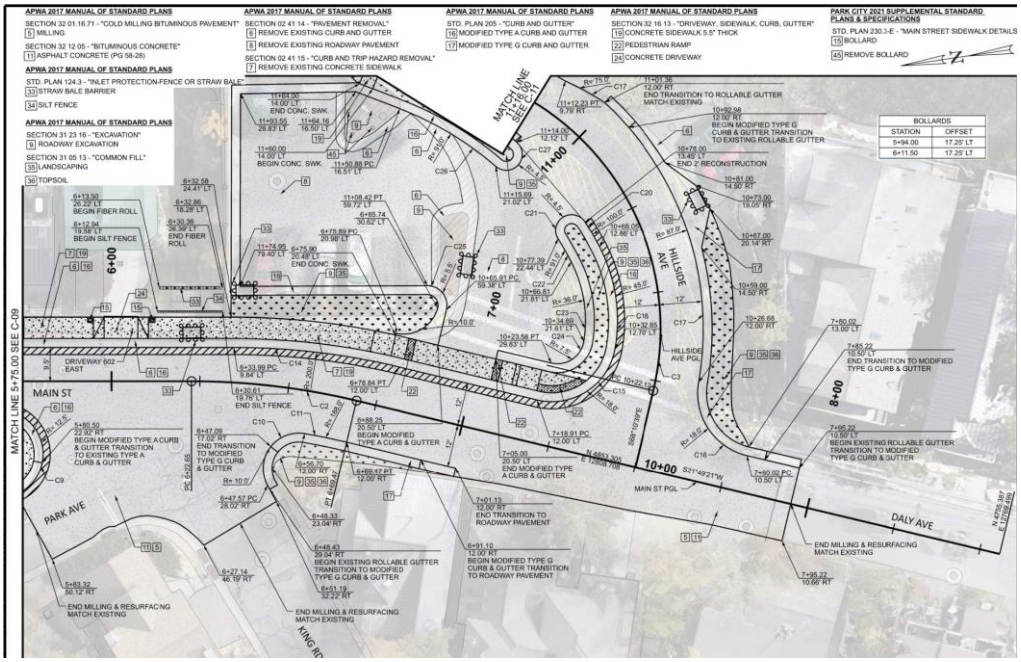


Figure 3 - Final Design Drawings Created for Upper Main Street

Construction is led by Engineering with support from Community Engagement. This step retains the design professional responsible for the design and often includes onboarding a construction-focused public relations team. This work typically occurs between May and October when conditions permit construction in Park City. Weekly construction coordination meetings occur with the General Contractor to ensure quality control measures, schedules, and stakeholder concerns are adequately monitored. As the project reaches substantial completion, the City and General Contractor perform a final walkthrough to develop a closeout punch list to ensure the project is fully completed before the City accepts the work and begins the warranty period. Typically, the City requires a 1-year warranty period for all construction projects.

Figure 4 - Construction Photos Captured of Upper Main Street

Exhibit C: Draft Capital Projects List

Title	Total Project Estimate (5-years)	Awarded Grant Funding / Other City Sources	Draw from Fund Balance/Transit Sales Taxes
Asset Maintenance and Improvements: These projects are used for asset, facility,and capital maintenance and improvements. Upcoming projects include a security fence around the Iron Horse property, replacement of concrete pads as well as a minor remodel to the public works facility, replacement overhead doors, purchasing a bus lift, fuel pump replacement, etc.			
Transit Facility Capital Renewal Account	$2,647,160	$0	$2,647,160
Transit Onboard Security Cameras	$50,000	$0	$50,000
Emergency Response Trailer	$100,000	$0	$100,000
Operations Radios Upgrade	$200,000	$0	$200,000
CAD/AVL Replacement	$1,000,000	$0	$1,000,000
SRTP Implementation	$1,000,000	$0	$1,000,000
Transit Snow Plow Equipment	$98,000	$0	$98,000
Transportation Field Vehicle	$60,000	$0	$60,000
Intercept Lot Park & Ride Amenities	$80,000	$0	$80,000
Public Transit Bus Engine Replacement	$100,000	$0	$100,000
Transit GIS/AVL System	$500,000	$400,000	$100,000
Bike Share Improvement Program	$100,000	$100,000	$0
Parking Asset Maintenance & Improvements	$665,760	$665,760	$0
Transportation Contribution to Other City Department Projects	$104,257	$0	$104,257
Subtotal	**$6,705,176**	**$1,165,760**	**$5,539,416**
Transit Fleet Replacement, Expansion and Electrification			
Transit Rolling Stock Replacement	$30,402,000	$25,058,871	$5,343,130
Regional Capital Iniatives: Major capital projects on gateway corridors and intersections that serve regional users and benefit local residents.			
SR224 Bus Rapid Transit Project	$6,000,000	$0	$6,000,000
SR248/US 40 Park and Ride Program	$14,000,000	$1,800,000	$12,200,000
SR-248 Corridor and Safety Improvement Program	$16,850,000	$5,348,554	$11,501,446
Box of Rocks Study	$65,000	$0	$65,000
Subtotal	**$36,915,000**	**$7,148,554**	**$29,766,446**
Local Capital Initiatives: Local projects to advance residential access to transit and transportation options.			
Bus Stops Capital Improvements	$15,500,000	$3,827,952	$11,672,048
Enhanced Bus Stops at Fresh Market	$2,457,661	$1,819,903	$637,758
Lower Deer Valley Drive Bike and Pedestrian Project	$550,000	$550,000	$0
Snow Creek Crossing Tunnel	$12,731,893	$8,838,195	$3,893,698
Bonanza District Transit Stops	$2,700,000	$1,620,000	$1,080,000
Bonanza District Multi-Modal and Street Improvement Analysis	$300,000	$300,000	$0
Transit and Transportation Land Acq Fund	$1,000,000	$1,000,000	$0
Bike and Ped Improvements in Thaynes and Payday Area	$1,600,000	$1,110,000	$490,000
Old Town Complete Street Improvement Program	$5,000,000	$0	$5,000,000
Local Park City Parking Needs Assessment	$300,000	$300,000	$0
Subtotal	**$44,045,291**	**$21,271,787**	**$22,773,504**
Technology and TDM: Evaluation of innovative transportation technologies that are disrupting mobility, grant program advancement, transportation planning and the transportation demand management program.			
Transportation Demand Management Program	$610,532	$610,532	$0
Bike and Pedestrian Master Plan	$135,000	$70,000	$65,000
Transportation Plans, Policy and Grant Support Program	$356,331	$0	$356,331
Emerging Distruptors in Transportation	$130,000	$80,000	$50,000
Subtotal	**$1,231,863**	**$760,532**	**$471,331**
Grand Total	**$119,299,331**	**$55,405,504**	**$63,893,827**

City Council
Staff Communications Report

Subject: **Emerging Disruptors Study Final Report Update**
Author: **Hannah Pack, Transportation Planner**
Department: **Transportation Planning**
Date: **January 16, 2024**

Summary

Pursuant to direction from the Mayor, the Emerging Disruptors Task Force was formed to assess and create the Future of Transportation Study ("Study"), which considered "disruptive" transportation ideas that have the potential to drastically alter the way people travel to and around Park City. The Study was made possible by a Utah Department of Transportation (UDOT) grant. The Final Report is included as Exhibit A and can also be found on Transportation Planning's webpage. Utilizing a community Stakeholder Committee appointed by the Mayor, the Study identified eight disruptive ideas for further analysis. The project team provided City Council with a project update on November 16, 2023. Feedback received during the project update is included in the Final Report, which also provides background information, workshop summaries, and recommended next steps.

Next Steps

At the November 16, 2023, work session, City Council strongly supported actively pursuing a new and creative solution to better integrate and connect Park City to the Salt Lake City International Airport. Transportation Planning is currently identifying relevant community stakeholders to gauge the level of support, interest, and potential funding partnership opportunities before advancing a screening analysis. The analysis will include a market analysis, financing, logistical planning, and collaboration opportunities. This exciting concept has the potential to help move visitors from the SLC Airport to Park City without the need to rent a car.

Another strongly considered opportunity was dedicated bus lanes and reversible flex lanes. Both concepts are already under consideration through planning efforts on our major arterial roadways, including SR-248, Bonanza Drive, and Deer Valley Drive.

The table below summarizes the Stakeholder Committee recommendations and proposed next steps for each concept.

Disruptor	Stakeholder Committee Recommendation	Next Steps
PRIORITY TRANSPORTATION TOPICS		
SLC Airport Connection	***Supported***, if strategic partners are included and there is a plan for first/last mile connections	• Park City-led effort to engage airport and airlines to gauge interest
Aerial Gondola	***Supported***, if reduces travel time over vehicles and provides new entry points into town	• Park City-led review of potential locations and routes with a competitive advantage over existing travel corridors
Underground Transportation Tunnels	***Supported,*** pending feasibility studies	• The Boring Company (TBC) or other provider conducts feasibility analysis with a social equity parameter • Discussion with communities that have a tunnel system
COORDINATION WITH REGIONAL PARTNERS		
Dedicated Bus Lanes	***Supported,*** if existing lanes are repurposed and minimal ROW acquisition or roadway expansion is required	• Engage regional partners (UDOT/HVT) to explore opportunities to repurpose travel lanes to transit-only lanes/shoulders
Reversible Flex Lanes	***Supported,*** if analysis shows increased capacity and reduced congestion; and if it does not require roadway expansion or new ROW	• Engage regional partners (UDOT) to conduct a feasibility study of potential corridor(s)
Passenger Rail	***Conditionally Supported***, as a regional Wasatch Back service with UDOT, MPOs, and HVT/UTA leadership. ***Not supported*** as an internal-only rail system	• Support coordinated regional efforts to evaluate interest, conduct preliminary screening analysis (logical termini and ridership evaluation)
LOWER TRANSPORTATION PRIORITIES		
Vehicle-Free Zones	***Supported,*** as an economic development/placemaking project	• Support Park City departments to conduct feasibility and concept study of Main Street; determine if infrastructure changes are needed; Assess applicability to other locations
One-Way Loop	***Not Supported***	• Consider elements or pilot in winter temporary operations, but do not support year-round implementation

Exhibits

Exhibit A – Emerging Disruptors: The Future of Transportation Final Report

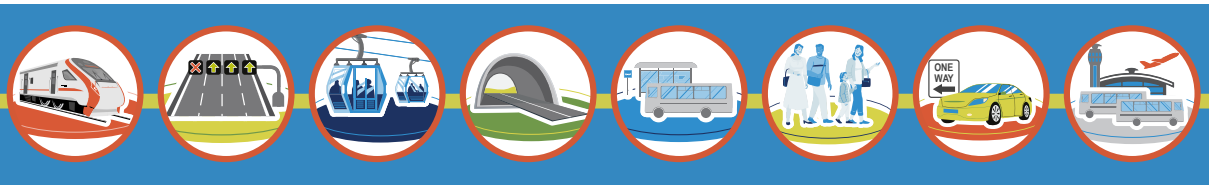
EMERGING DISRUPTORS:
Future Of Transportation

PARK CITY, UTAH

PARK CITY 1884

Prepared for:
Park City Municipal Corporation
445 Marsac Avenue
Park City, Utah 84060

EMERGING DISRUPTORS:
Future Of Transportation



PARK CITY, UTAH

Prepared for:
Park City Municipal Corporation
445 Marsac Avenue
Park City, Utah 84060

Prepared by:
Kimley»Horn
Expect More. Experience Better.

ACKNOWLEDGMENTS

STAKEHOLDER COMMITTEE

- Caroline Rodriguez, High Valley Transit
- Casey Christ, Park City Resident
- Christine Hesse, Park City Resident
- Henry Sigg, Park City Planning Commission
- Herve Lavenant, Park City Resident
- Josh Finken, Park City Resident
- Peter Tomai, Park City Resident
- Steven Yevoli, Park City Resident
- Tarra McDonald, Park City Mountain
- Victoria Schlaepfer, Deer Valley

PARK CITY STAFF

- Hannah Pack, Park City Transportation Planning
- Alex Roy, Park City Transportation Planning
- Sarah Pearce, Park City Deputy City Manager

CONSULTANT TEAM

Kimley-Horn and Associates, Inc.
111 E. Broadway Road, Suite 600
Salt Lake City, UT 84111

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The Park City Emerging Disruptors Study assesses and screens transformative transportation solutions through the assistance of a Stakeholder Committee.

At the March 31, 2022, City Council meeting, an initial "disruptive ideas list" was presented in response to growing community calls for innovation in our transportation systems and infrastructure.

In May 2023, Mayor Worel convened a Stakeholder Committee to assess and screen the transformative transportation solutions. This report contains background information, recommendations, and direction for future evaluation.

The Stakeholders ranked and selected eight topics from a list of seventeen to hold individual workshops. **Table E-1** summarizes the Stakeholder Committee recommendations and proposed next steps to advance the potential concepts.

Table E1 – Emerging Disruptors Recommendations and Next Steps Summary

DISRUPTOR	STAKEHOLDER COMMITTEE RECOMMENDATION	NEXT STEPS
PRIORITY TRANSPORTATION TOPICS		
SLC AIRPORT CONNECTION 	***Supported***, if strategic partners are included and there is a plan for first/last mile connections	» Park City-led effort to engage airport and airlines to gauge interest
AERIAL GONDOLA 	***Supported***, if reduces travel time over vehicles and provides new entry points into town	» Park City-led review of potential locations and routes with a competitive advantage over existing travel corridors
UNDERGROUND TRANSPORTATION TUNNELS 	***Supported***, pending feasibility studies	» The Boring Company (TBC) or other provider conducts feasibility analysis with a social equity parameter » Discussion with communities that have a tunnel system
COORDINATION WITH REGIONAL PARTNERS		
DEDICATED BUS LANES 	***Supported***, if existing lanes are repurposed and minimal ROW acquisition or roadway expansion is required	» Engage regional partners (UDOT/HVT) to explore opportunities to repurpose travel lanes to transit-only lanes/shoulders
REVERSIBLE FLEX LANES 	***Supported***, if analysis shows increased capacity and reduced congestion; and if it does not require roadway expansion or new ROW	» Engage regional partners (UDOT) to conduct a feasibility study of potential corridor(s)
PASSENGER RAIL 	***Conditionally Supported***, as a regional Wasatch Back service with UDOT, MPOs, and HVT/UTA leadership. ***Not supported*** as an internal-only rail system	» Support coordinated regional efforts to evaluate interest, conduct preliminary screening analysis (logical termini and ridership evaluation)
LOWER TRANSPORTATION PRIORITIES		
VEHICLE-FREE ZONES 	***Supported***, as an economic development/ placemaking project	» Support Park City departments to conduct feasibility and concept study of Main Street; determine if infrastructure changes are needed; Assess applicability to other locations
ONE-WAY LOOP 	***Not Supported***	» Consider elements or pilot in winter temporary operations, but do not support year-round implementation

1. INTRODUCTION

1. INTRODUCTION

Park City has a rich history of exploration and innovation. Its history spans the mining boom of the nineteenth century, the subsequent decline in the mid-twentieth century, and its transformation into a premier year-round recreation destination. In the early 2000s, the city experienced substantial growth, particularly catalyzed by the success of the 2002 Winter Olympics. Today, Park City is home to more than 8,500 residents who cherish its small-town charm and historic character. Simultaneously, it exists as a premier travel destination, drawing over 3 million annual visitors who enjoy snow sports in the winter, cool mountain ambiance in the summer, and a vibrant cultural scene throughout the year.

The Park City General Plan accurately describes Park City's success as based on "both its geographic gifts and its inventive population; a people that know that the natural gifts present in and around this town are its most valuable resource."

While Park City's growth has resulted in economic success, it has also brought urban-style problems and issues – particularly heavy congestion during peak winter season. Previous planning efforts have recognized that business as usual will no longer work. Park City Forward-A Transportation Blueprint, the city's long-range transportation plan, recognized that travel to Park City has created unique challenges for the local transportation system. To address this, new, bold, and innovative solutions will be essential. Park City Forward established six guiding principles to improve transportation mobility to, from, and around Park City:

- Develop a Park Once community
- Collaborate with regional partners on long-range transportation solutions
- Identify, manage, and mitigate traffic during peak conditions
- Expand our world class biking and walking infrastructure
- **Proactively review and analyze disruptive transportation and transit ideas and innovation**
- Continue to develop and improve the internal Park City Transit system

Building upon Park City Forward, Park City Municipal Corporation Transportation Planning Department initiated the Emerging Disruptors: Future of Transportation Study to identify and screen a set of transportation investments, "disruptors," that, if implemented, would alter the way people travel to and around Park City. The study followed the process as illustrated in **Figure 1.**

Figure 1 – Project Process

1.1. Emerging Disruptors

Emerging Disruptors are project concepts that are expensive and controversial and require local and regional collaboration and partnership to implement. Disruptors are beyond the typical projects that would be considered by Park City through annual capital planning or within a cost-constrained long-range transportation plan.

1.2. Purpose

The purposes the *Emerging Disruptors: Future of Transportation Study* are:

- Identify future and emerging "disruptor" technologies (5-10+ years) with the potential to reduce congestion.
- Identify opportunities, challenges, gaps, constraints, costs, and right-of-way (ROW) needs related to the disruptors.
- Recommend next steps to guide Park City's preparation to implement the disruptors.

1.3. Objectives

The objectives of the emerging disruptors study includes:

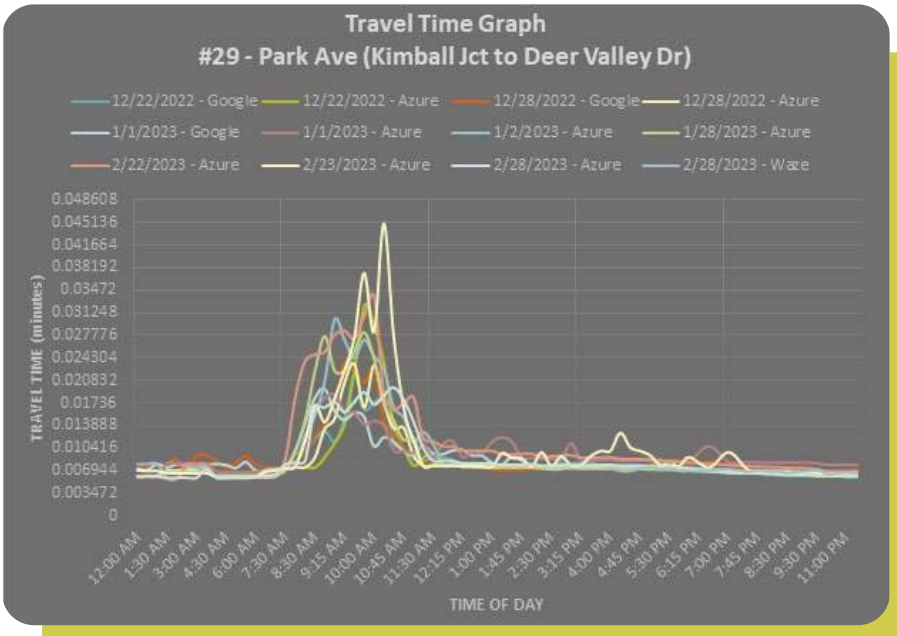
- Summarize existing transportation system needs that could be served by emerging technologies.
- Screen strategies that have the potential to improve mobility, reduce single-occupancy vehicle utilization, and enhance transit.
- Identify opportunities or contexts in which the disruptors could be implemented.
- Assess challenges and constraints, land use, and ROW needs.
- Propose recommendations for Park City to support emerging transportation disruptors.
- Identify barriers marginalized communities may experience that prevent their ability to benefit from technology-based solutions.

1.4. Current Conditions

Park City's growth and economic success has brought heavy congestion during peak winter season. This congestion is experienced by residents, daily commuters, and visitors.

Previous analysis have shown that over 70% of year-round employees in Park City live outside of the city. Studies identified that over 4,300 people commute from the Wasatch Front to Park City each day, while 2,500 persons per day commute from Kimball Junction/ Snyderville to Park City. During the peak winter season, annually, Park City area resorts accommodated nearly 2 million ski-days, an increase from 1.3 million in the year 2000.[1] Park City accounts for over 40% of the ski industry mark share within Utah. Those traveling to and from Park City, including from the Wasatch Front, are reliant on I-80 and SR 224. On a typical day, the trip from Kimball Junction to Deer Valley Drive takes about 15 minutes. However, on peak snow days, this same trip can take over an hour as shown in **Figure 2**.

Figure 2 – Top-10 Days with Longest Travel Time, Kimball Junction to Old Town, November 2022-December 2023



Source: Traction Travel, November 1 2022 to March 1, 2023

[1] *Ski Utah and Park City Chamber Bureau, https://assets.simpleviewinc.com/simpleview/image/upload/v1/clients/parkcity/ECONOMIC_PROFILE_Tourism_2018_FINAL_updated8_18_2019_30b61d60-41e3-41f4-b522-be4697882623.pdf*

The primary purpose of the Emerging Disruptors Study is to identify concepts that encourage use of alternative transportation modes to travel to and from Park City and reduce the frequency of high-travel time days particularly during the peak winter season.

1.5. Stakeholder Committee

In May 2023, Mayor Worel convened a Stakeholder Committee to assess and screen the transformative transportation solutions. Stakeholder committee members represented diverse industry experience, including those with careers in transit, tourism, technology, airlines, and logistics. This report contains background information, recommendations, and direction for future evaluation.

Stakeholder Committee member were:

- Caroline Rodriguez, High Valley Transit
- Casey Christ, Park City Resident
- Christine Hesse, Park City Resident
- Henry Sigg, Park City Planning Commission
- Herve Lavenant, Park City Resident
- Josh Finken, Park City Resident
- Peter Tomai, Park City Resident
- Steven Yevoli, Park City Resident
- Tarra McDonald, Park City Mountain
- Victoria Schlaepfer, Deer Valley

Stakeholders was supported by Park City staff:

- Hannah Pack, Project Manager, Park City Transportation Planning
- Alex Roy, Park City Transportation Planning
- Sarah Pearce, Park City Deputy City Manager

2. EMERGING TRANSPORTATION DISRUPTORS

2. EMERGING TRANSPORTATION DISRUPTORS

Concepts evaluated as Emerging Transportation Disruptors were identified from three sources:

- City Council Discussion of Transportation Critical Priorities, March 31, 2022
- Park City Forward – A Comprehensive Transportation Blueprint, September 2022
- Park City Transportation Planning Department Staff

2.1. City Council, Discussion of Critical Priorities

On March 31, 2022, the Transportation Department presented an initial list of emerging transportation disruptors to City Council as part of a discussion of Council priorities.

The initial list contained 16 potential "disruptive ideas."[2]

1. SR 248 jurisdictional transfer (from UDOT), 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 and Deer Crest
6. One-way Loop - 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 for events and resorts
10. Rail Trail expansion for transit or aerial
11. Airport lounge partnership with the business community – transportation to Park City
12. Tesla tunnel & autonomous vehicle to aerial
13. 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

City Council recommended Transportation pursue these ideas and determine if they could help achieve the City's transportation goals.

[2] https://d3n9y02raazwpg.cloudfront.net/parkcity/2d805d1d-41a6-11ec-a798-0050569183fa-01133467-6d34-44a8-a801-0746aa501208-1648510245.pdf

2.2. Park City Forward, A Comprehensive Transportation Blueprint

Park City Forward, completed in 2022, is the City's long-range transportation plan. Park City Forward presents a vision for improved transportation and mobility for a 30-year planning horizon. Recommendations are organized into the following categories:

- Phase 1 Priority Projects – fiscally-constrained, near-term action
- Big Concept Projects – transformative projects that are actively developing or planned to seriously pursue in the near-term
- Vision Projects – long-term package of investments to guide decision-makers and staff moving forward

The Emerging Disruptors Study included Park City Forward's "Big Concept Projects" (**Table 1**) among concepts evaluated and considered by the Stakeholder Committee.

Table 1 – Projects from Park City Forward (2022) Long-Range Transportation Plan

PROJECT ID	NAME	DESCRIPTION
BIG CONCEPT PROJECTS PREVIOUS PLAN OR STUDY		
R02	SR-248 Corridor Mobility Improvement Project	In cooperation with UDOT, evaluate alternatives and needs, develop solutions, and design and construct multimodal improvements for the SR-248 Corridor from approximately US-40 to SR-224 to enhance gateway corridor access by all travel modes. Initial transit improvements are funded as part of the SR-248 Corridor Improvements project.
T04	PC-SLC Connect	Work with High Valley Transit and UTA to improve the PC-SLC Connect Service. Potential improvements include: » Direct connections from SLC Airport to Park City » Limited stops in SLC for faster service from downtown and/or transit » Public-private partnerships for shared implementation, branding, and marketing » Running service into Old Town Transit Center » Expanded service span and frequency
T08	Aerial Connections	Conduct a detailed feasibility study of aerial connections to key activity nodes that compares bus transit to aerial transit. Key planning considerations include: » Technology systems and rider capacity » Regulatory requirements and thresholds » Alignments, easements/ROW, and neighborhood impacts; and connectivity to transit system Possible nodes/alignments include: » Bonanza District, Lower Park Avenue, PCMR, and Old Town » Bonanza to Aerie Hill area » Bonanza to Park City Mountain » Quinn's Junction to Bonanza » Bonanza, Flagpole, Deer Valley
T16	Flex Transit Lanes	Explore flexible transit-only lanes on local corridors that serve key destinations and/or connect transit hubs, such as Bonanza Dr. and Empire Ave./Silver King Dr. integrate with SR-224 and SR-248 transit lanes, ensuring necessary easements or additional ROW procurement. Test and learn with pilot projects for peak events and/or peak-time flex transit lanes while pursuing long-term dedicated lane solutions

2.3. Transportation Planning Department Refinement

Park City Transportation Planning refined the initial City Council list to 17 disruptors that would be introduced to the Stakeholder Committee. **Table 2** lists the disruptor, provides a brief description, and describes what the Stakeholder Committee would consider during subsequent workshops.

Table 2 – Emerging Transportation Disruptors

#	TRANSPORTATION DISRUPTOR	DESCRIPTION
1	**Smart Corridors/ Connected Vehicles**	Use advanced technologies such as sensors, radar, and communication systems to collect and transfer data between vehicles and roadside infrastructure. Within a smart corridor, vehicles wirelessly share critical information about their position, speed, and brake system status. Roadside infrastructure processes the information and communicates to the vehicle, providing motorists with full awareness of the driving environment. Potential benefits include improved safety and mobility, and more efficient use of transportation assets. **Workshop Focus:** Explore infrastructure needs (detection, communication), deployment requirements on City streets, and potential benefits from V2I deployment on City streets. Initial deployment would likely be limited to City vehicles and transit.
2	**Intelligent Transportation Systems**	Using intelligent transportation systems (ITS) technologies, transportation professionals manage corridors and make operational decisions based on real-time data and information. **Workshop Focus:** Explore how SR 248 and SR 224 can be managed using ITS and coordinated operations by UDOT, Park City, Park City Transit, and High Valley Transit. This requires coordination between agencies, implementation of multi-agency management strategies, and communication links between agencies.
3	**Mobility on Demand**	Develop and encourage use of smartphone Apps that enable users to request, pay for, and receive transportation services such as taxi and bus, as well as bike-sharing, car-sharing, parking, and ride-hailing services. The App provides multi-modal routing, cost, travel time and fare payment. The app would make non-driving modes easy to access and incentivize shifts from personal vehicles to other modes. The app would track decisions from users and ridership/usage of major services. **Workshop Focus:** Should Park City plan, purchase, and deploy an Integrated Mobility Management Platform app with parking, congestion, transit, bike share, carshare, and other transportation options.
4	**Curbside Management**	Develop plans, policies, procedures, and systems to inventory, optimize, allocate, and manage the curb space to maximize mobility, safety, and access for the wide variety of curb demands including ride-hailing, electric vehicle charging, transit, freight, active transportation, and special events. **Workshop Focus:** Explore needs and best practices to manage curb space for accessibility, delivery access, pedestrians, active transportation, micro-mobility, and parking.
5	**Congestion Pricing and Tolling**	Implement congestion pricing and tolling on gateway corridors to manage vehicle demand (discourage demand). Revenue would be used to maintain and improve infrastructure. **Workshop Focus:** Consider real-time dynamic pricing (tolls) adjusted to main free-flowing traffic. Prices increase when the tolled lane(s) approaches capacity and decreases when there is available capacity. The system would be implemented on major corridors such as SR 224 or SR 248.
6	**Active Parking Management**	Implement dynamic management of parking facilities to optimize utilization of those facilities while influencing travel behavior at various stages along the trip making process: i.e., from origin to destination. Dynamically managing parking can affect travel demand by influencing trip timing choices, mode choice, as well as parking facility choice at the end of the trip. **Workshop Focus:** Explore opportunities to positively impact traffic flow in Park City by providing real-time parking information to users, ensuring availability of spaces to reduce circling around parking facilities. Strategies could include required parking reservations for event and resort visitors.
7	**Regional Transit Enhancements**	Improve convenience, comfort, and effectiveness of local and regional transit. Local enhancements may include advanced technology to collect, manage, and monitor transit data. **Workshop Focus:** Engage local and regional transit agencies in a discussion of need/demand, opportunities, challenges, and costs of enhanced regional transit connections to Salt Lake City.
8	**Salt Lake City International Airport Connection**	Establish direct and integrated transit connections between Park City and Salt Lake City International Airport. **Workshop Focus:** Brainstorm ideas to provide a seamless connection. This could include partnerships with airlines to provide a seamless connection to Park City.

#	TRANSPORTATION DISRUPTOR	DESCRIPTION
9	**Land Use Policy**	Establish land use policies such as increased density and less parking to reduce reliance on single-occupancy vehicles, and increased utilization of walking, bicycling, and transit. **Workshop Focus:** Discuss best practices from other resort communities to integrated land use planning to transportation impacts. Resultant policies could include reassessment of parking minimum requirements for Travel Demand Management elements for new development.
10	**E-Bike and EV Public Charging**	Strategically deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability, to help City achieve sustainability goals. **Workshop Focus:** Explore need for, and opportunities to expand curbside charging opportunities to incentivize vehicle owners and private companies to switch to electric modes of transportation. Identify need for electric bike and electric vehicle charging.
11	**Vehicle-Free Zones**	Establish pedestrian zones or districts where vehicle access is restricted. **Workshop Focus:** Explore opportunities to implement car-free zones, in which private vehicles are restricted. The zones would be focused around downtown or other areas. Zones would be re-designed to prioritize people walking and bicycling. Walking would serve as the primary transportation mode.
12	**One-way Loop**	Create a one-way loop (Bonanza, Kearns Blvd., Park Ave., Deer Valley Dr.) to improve traffic flow. **Workshop Focus:** Consider implementation options, benefits, and trade-offs of a one-way loop system in Park City to improve traffic flow. Loop may consist of Bonanza, Kearns Blvd., Park Ave., Deer Valley Dr.).
13	**Tunnels**	Underground network of tunnels in which electric vehicles or transit travel at higher speeds between stations or entry points. The tunnels are sized to fit an electric vehicle or bus at speeds of approximately 40 mph. The tunnels are one-way and intended to reduce travel time between destinations. The tunnel in Las Vegas, NV was constructed by "The Boring Company". **Workshop Focus:** Illustrate examples (Las Vegas) of a network of tunnels connecting key destinations in Park City, such as Kimball Junction, Park City Mountain Resort, downtown, and Deer Valley.
14	**Passenger Rail**	Construct a rail-based transit system, options include light rail, streetcar, commuter rail, automated people movers, or monorail. **Workshop Focus:** Explore opportunities and appetite for rail-based transit in Park City, connecting potions such as Kimball Junction to destinations. Workshop would highlight potential cross-sections and associated ROW impacts.
15	**Aerial Gondola**	Construct an aerial gondola or tramway, connecting park and ride lots to destinations in Park City. **Workshop Focus:** Explore opportunities, need, and appetite for an aerial gondola in Park City, connecting areas such as Kimball Junction to destinations. Workshop would explore effectiveness, potential route, and impact considerations (e.g., ROW, height).
16	**Dedicated Bus Lane**	Construct segments of transit-only lanes on major corridors such as SR 224, from Kimball Junction to downtown Park City. System would consist of dedicated bus lanes. **Workshop Focus:** Explore opportunities to implement dedicated bus lanes to expedite travel time through congested segments. Note that dedicated bus lanes will be incorporated into Bus Rapid Transit under design for SR 224.
17	**Reversible Flex Lanes**	Construct a reversible lane on SR 224 or SR 248 in which traffic may flow in either direction: inbound during the morning on a "snow day", outbound in the afternoon, and a two-way left turn lane during off-peak hours. Control is provided through signage, or overhead signals. When applied, left turn movements to adjacent driveways would be restricted. **Workshop Focus:** Explore the viability of reversable reversible flex lanes to improve Park City's thru-put and traffic flow during peak hours. Examples of other communities could be shared, and a summary of impacts and potential benefits.

2.4. Stakeholder Committee Disruptors Identification

During the June 16, 2023 workshop, the Stakeholder Committee recommended that the following eight disruptors be explored during Stakeholder Committee workshops:

The Stakeholder Committee also endorsed several disruptor topics without requiring further consideration by the Stakeholder Committee and recommended no further action for several of the disruptors, as identified in **Table 3**.

Table 3 – Topics Not Selected For Workshops

TOPIC	DECISION FACTORS
Advance to Action without Committee Exploration	
Local and Regional Transit Enhancements	City should support regional transit partners
Intelligent Transportation Systems (ITS)	City should support UDOT and other partners to implement
Land Use Policy	Planning to advance transportation goals in land use policies and regulation
Active Parking Management	City should advance current parking policy
Mobility on Demand	City should advance as technology matures and advances
E-Bike and EV Public Charging	City should advance as technology matures and advances
Committee Recommends No Further Action	
Smart Corridors: Connected Vehicles	Technology advancements are continuous and will be implemented as technology matures
Dynamic Pricing (Congestion Pricing) and Tolling	While the City may collaborate with UDOT to explore options, Committee noted concerns about equity
Curbside Management	Not likely to influence City-wide mobility

From July 2023 to September 2023, Committee members participated a set of workshops, each focused on a disruptor topic area. Stakeholders were provided with background information on each topic, including case studies and best practices, prior to each workshop. The workshops themselves were attended by Stakeholder Committee members, the project team, Kimley-Horn subject matter experts, and Park City Municipal subject matter experts.

The next eight chapters summarize each of the emerging disruptor workshops held with the Stakeholder Committee.

Workshop summary materials and resulting notes from each workshop meeting are provided in **Appendix A** for each emerging disruptor.

3. DEDICATED BUS LANES

3. DEDICATED BUS LANES

3.1. Concept

Introduce new transit-only lanes in Park City and extending the SR-224 bus rapid transit (BRT) dedicated bus lanes to the Old Town Transit Center. Day visitors and commuters would be diverted to conveniently located capture and intercept lots near freeway exits, and the BRT would provide convenient access points for residents.

3.2. Background Information

Bus-only lanes are a portion of the street designated by signs or pavement markings for exclusive use of transit vehicles. Using these lanes, buses avoid congested general purpose lanes. Avoiding congestion increases bus speed, punctuality, reliability, and encourages utilization by residents and visitors.[3] BRT systems provide high-frequency, bus-based transit that often utilizes dedicated transit lanes and signal priority to achieve fast and efficient service.

SR 224 Bus Rapid Transit Project

High Valley Transit in partnership with Park City and UDOT[4] completed the environmental clearance of a BRT system on SR 224 and are preparing to move into the design phase. The project will extend for 7.1 miles from Kimball Junction to Old Town Transit Center, as shown in **Figure 3**. The SR 224 BRT will enable the existing Route 10 White Electric Xpress bus service to operate as a BRT system by providing frequent, fast, and reliable transit service.

- From Kimball Junction Transit Center, the BRT route will head south in mixed-flow traffic on Landmark Dr. to Olympic Pkwy, and east on Olympic Pkwy to SR 224.
- On SR 224, the route will operate in side-running dedicated transit lanes to Canyons Resort Dr., where the bus will detour to the Canyons Transit hub.
- Once back on SR 224, the BRT will again travel in side-running dedicated transit lanes to the SR 224 and Kearns Boulevard intersection, where the BRT will transition into mixed-flow traffic to the Old Town Transit Center.

A proposed cross-section for the dedicated transit lanes is shown in **Figure 4**.

[3] https://nacto.org/publication/transit-street-design-guide/transit-lanes-transitways/transit-lanes/
[4] https://sr224brt.com

Figure 3 – Proposed SR 224 BRT Alignment

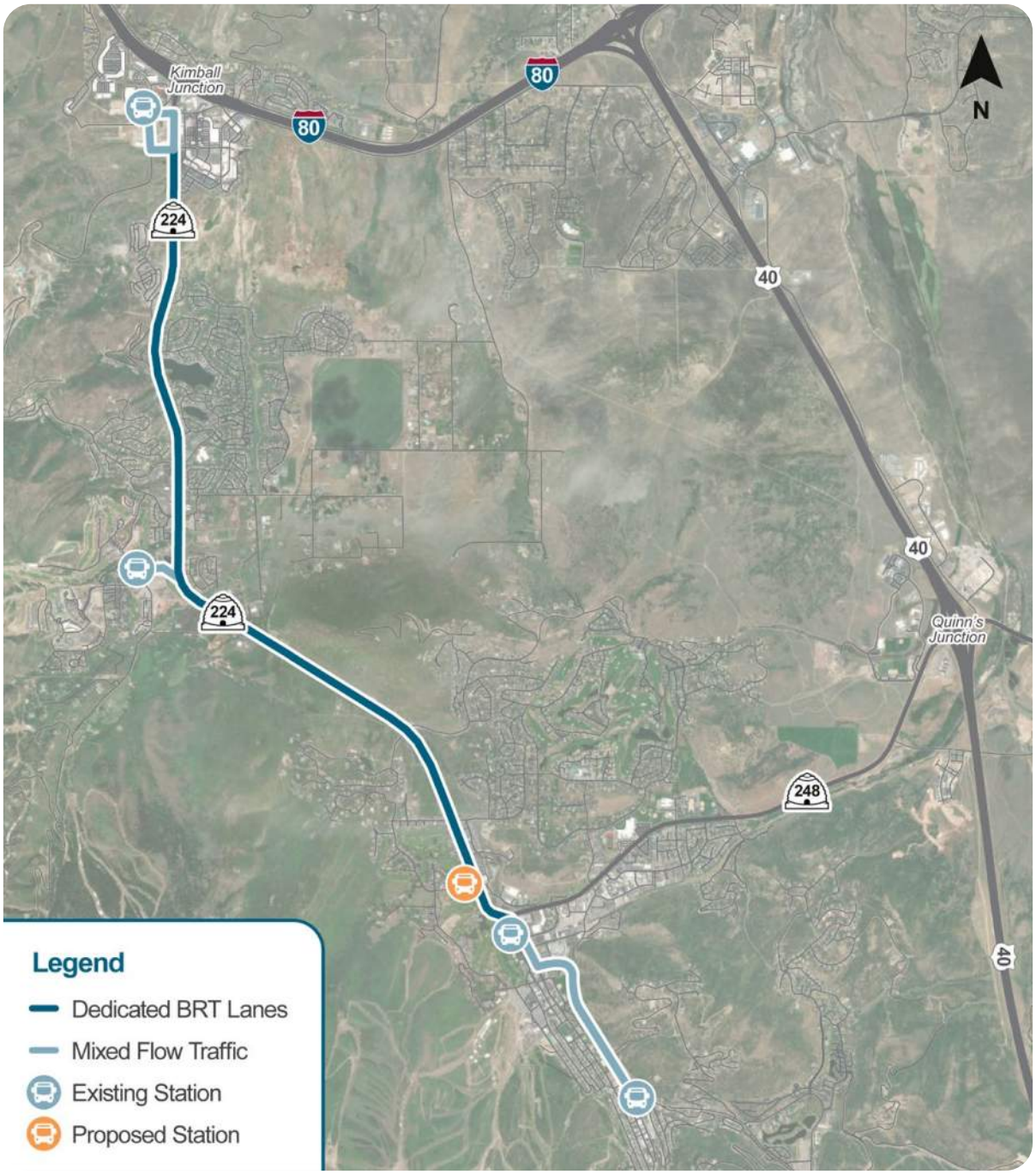
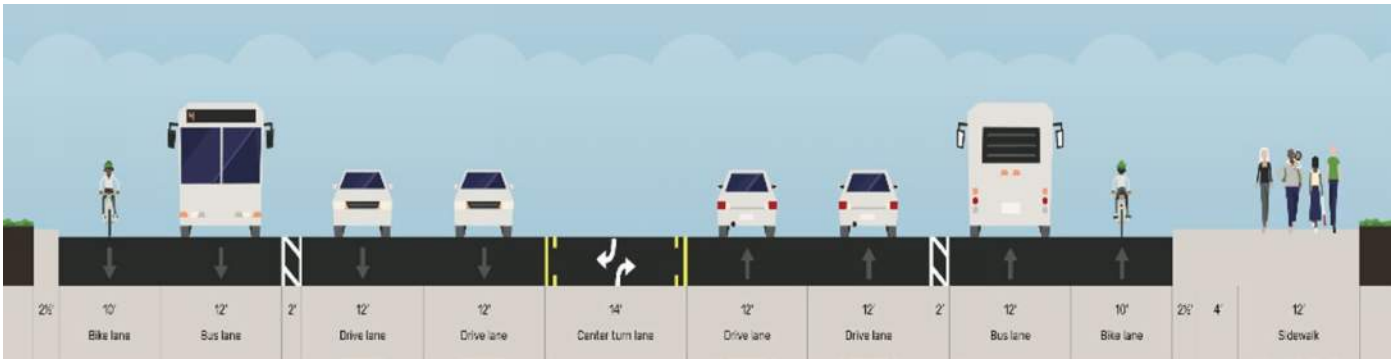


Figure 4 – Proposed SR 224 BRT Roadway Cross-Section



3.3. Best Practices and Case Studies

Mountain Line – Route 10, Flagstaff, Arizona

Mountain Line, Flagstaff, Arizona, offers nine fixed-route bus services, paratransit, vanpool, and an express bus to Arizona's Snowbowl during the winter months. In 2011, the agency opened Route 10, a BRT line. Today, the route is 6.8 miles long, has 18 stations, and runs through the central part of Flagstaff. The route through Northern Arizona University (NAU) campus is on dedicated bus lanes, closed to other vehicles. When NAU is in session, Route 10 runs on 10–20-minute headways. On weekends and when NAU is not in session, buses arrive every 20 minutes. During NAU's summer break, buses arrive every 40 minutes.

Brook Street BRT, Missoula, Montana

Mountain Line is the transit agency in Missoula, Montana. Mountain Line is in the early stages of planning the Brooks Street BRT route. Currently, Brooks Street is a state highway running through the heart of Missoula. However, it is estimated that this street will reach its motor vehicle capacity within the near future. Therefore, city officials expressed their interest in transforming Brooks Street from a highway commercial strip into a complete street with a center-running BRT transit line and improved active transportation infrastructure.

VelociRFTA, Roaring Fork Valley, Colorado

VelociRFTA[5] is a BRT line serving the Roaring Fork Valley, Colorado. This service, – which opened in 2013 as the first rural BRT line in the nation – takes commuters from Glenwood Springs and surrounding communities to Aspen, about 40 miles away. The service combines travel in mixed traffic with designated bus lanes and traffic signals timed to improve efficiency. A dedicated lane on US 36 only allows buses and vehicles with three or more occupants on for free — while setting a toll for two or fewer occupant vehicles. Buses are allowed to use the outside shoulder to keep moving if traffic in the two regular lanes decreases to less than 35 mph.[6]

NACTO Guidance

National Association of City Transportation Officials (NACTO) provides guidance for peak-only bus lanes, dedicated median bus lanes, and dedicated curbside bus lanes, among others. A peak-only bus lane allows transit to take precedence over parking and curbside access at peak hours when it most benefits bus operations. A peak-only bus lane operates as a dedicated bus lane during peak travel periods. In off-peak periods, the lane accommodates other uses such as right turning vehicles or parking.

Photo: NACTO

3.4. Stakeholder Workshop Summary

Stakeholders carefully considered the potential users of the prospective BRT system. They questioned whether expanding the BRT would enhance mobility for the target audience traveling to and from Park City. Stakeholders stressed the importance of ensuring that this idea benefits a diverse range of user groups, not solely focusing on winter tourists.

Stakeholders underscored the importance of ensuring that the BRT is designed and operated to compete effectively with the travel time of personal vehicles. This is achieved by providing dedicated lanes for the BRT, thereby avoiding congested travel lanes. Certain stakeholders pointed out that separating buses from mixed-flow traffic would substantially enhance travel times for the BRT, leading to a potential increase in ridership.

[5] https://www.rfta.com/routes/velocirfta-brt/
[6] https://www.dailycamera.com/2013/11/16/the-future-of-bus-rapid-transit-on-us-36-lessons-from-roaring-fork-valley/

Stakeholders also discussed if the BRT line should extend directly to both Deer Valley and Park City Mountain Resort.

Stakeholders observed that if the transit-only lanes are opened to high-occupancy vehicles (HOV), use should be restricted to cars carrying three or more persons. Stakeholders deliberated on HOV lanes, expressing concerns regarding issues of fairness, enforcement, and potential adverse effects on residents.

Stakeholders reached a consensus that the BRT should utilize existing lanes or ROW, and construction should not necessitate significant ROW acquisition or the expansion of roadways.

The Stakeholder Committee concurred that it might be preferable to wait for the planned operational launch of the SR 224 BRT before initiating plans for an extension.

Stakeholders briefly discussed separate dedicated high-occupancy vehicle (HOV) lanes and stated concerns with equity, enforcement, and potential negative impacts for residents.

Table 4 – Dedicated Bus Lanes Advantages and Disadvantages

ADVANTAGES	DISADVANTAGES
Separating buses from mixed-flow traffic would improve bus travel times, leading to a potential increase in ridership.	Dedicated bus lanes may not enhance mobility for visitors traveling to and from Park City.
Dedicated transit lanes/BRT can achieve high passenger capacity and throughput, especially during peak hours.	Heavy utilization during peak hours could lead to overcrowded buses and stations, reducing the overall effectiveness and comfort of the system.
Signal priority at intersections can contribute to reduced travel times and increased efficiency compared to traditional bus service.	Dedicated bus lanes may require removal of one or more vehicle travel lanes, leading to increased congestion if vehicle trips do not see a corresponding reduction.
BRT can promote use of public transportation, reducing individual car use, and lowering emissions.	Buses may still experience delay due to traffic signals, pedestrian crossings, and other factors.
Familiarity of buses and the ability to leverage existing road infrastructure can make BRT systems more palatable to the community.	

3.5. Potential Impacts Summary

Table 5 summarizes potential impacts associated with the dedicated bus lane disruptor.

Table 5 – Dedicated Bus Lanes, Potential Impacts Summary

POTENTIAL ROW IMPACTS	POTENTIAL IMPACTS TO MARGINALIZED COMMUNITIES	POTENTIAL LAND USE IMPACTS	POTENTIAL ENVIRONMENTAL IMPACTS
Existing lanes would be repurposed, requiring limited ROW expansion.	Expands transit network available to labor force to reach further into Old Town.	Some ROW may be required for transit stops and stations. High density nodes could be focused at stations.	Existing travel lanes be repurposed, and the system could lead to few vehicles on the road.

Negative *Minor Negative* *Neutral* *Minor Positive* *Positive*

3.6. Stakeholder Committee Recommendation

Stakeholders recommended advancing transit-only lanes, only if feasible without significant right-of-way expansion, and is focused on repurposing existing travel lanes. Some Stakeholders felt that reversible flex lanes provide the most practical opportunity for near-term transit-only lanes. Stakeholders seeks additional information on the potential time savings that transit-only lanes would provide, given several pinch-points at key intersections. Stakeholders expressed that the BRT should provide time savings as compared to personal vehicle.

3.7. Recommended Next Steps

City Council Direction

City Council supported working with HVT and UDOT to evaluate potential non-ROW expansion implementation on entry corridors

Collaborate with regional partners, including Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA) to initiate a feasibility study assessing:

- **Project Goals and Objectives:** Clearly define the goals and objectives of the dedicated bus lane project. This may include improving public transportation efficiency, reducing traffic congestion, promoting sustainable transportation options, and enhancing overall mobility in Park City.
- **Suitable Corridors:** Identify potential corridors where dedicated bus lanes can be implemented. Consider factors such as existing right-of-way and traffic patterns considering peak hours, intersections, and impacts to on-street parking.
- **Potential benefits:** Assess benefits including improved travel time from extending dedicated transit lanes to and beyond the Old Town Transit Center.
- **Public and stakeholder input:** Engaged elected officials and community members.

Consider delaying the feasibility study until the planned SR 224 BRT project is completed, dedicated bus lanes are operational, and their effectiveness monitored, and feedback gathered from bus operators and the community. The evaluation should assess impact on travel times, ridership, and overall transportation efficiency.

4. ONE-WAY LOOP

4. ONE-WAY LOOP

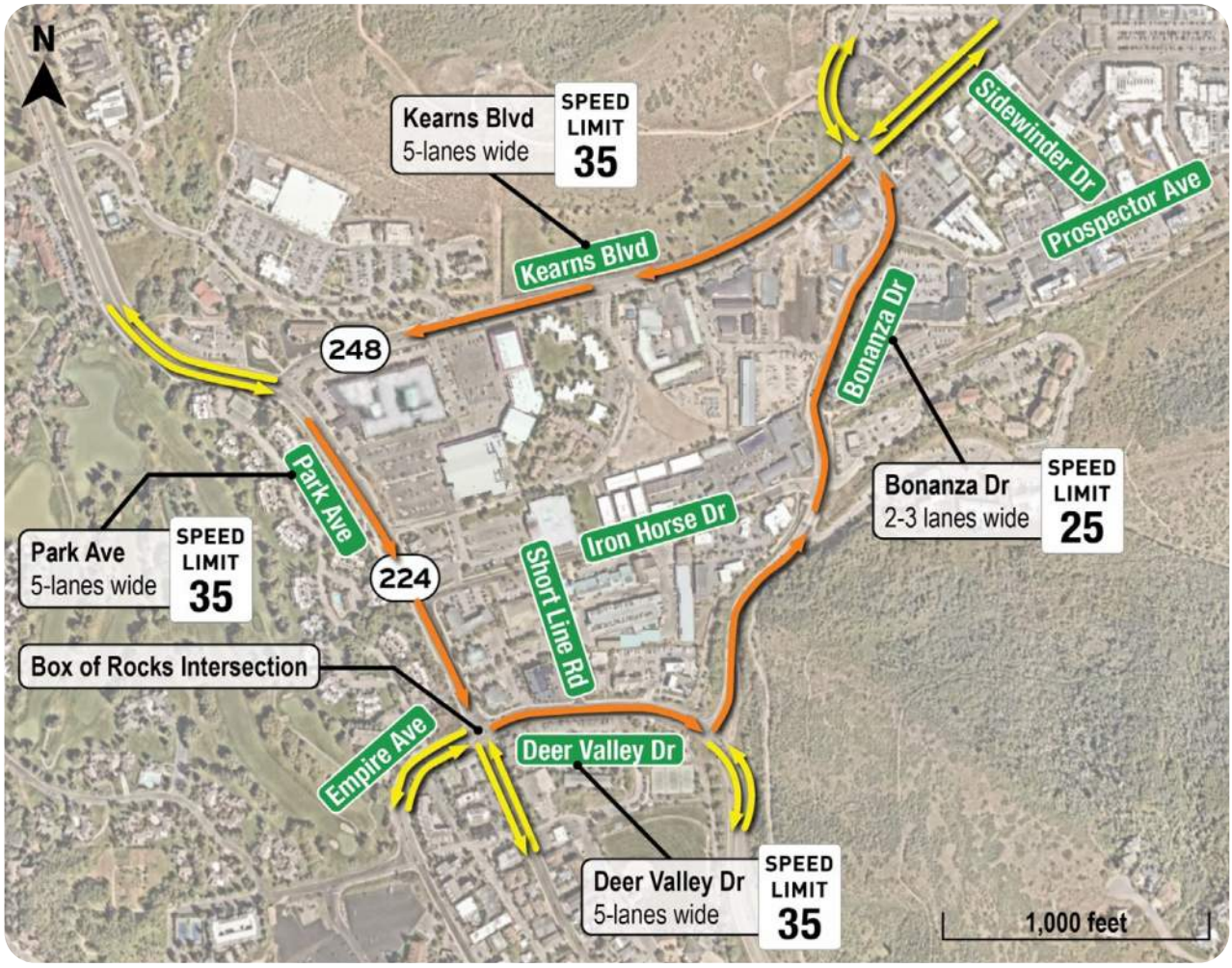
4.1. Concept

The Stakeholders discussed a major one-way loop concept, or a counter-clockwise traffic pattern, which would convert Kearns Boulevard, SR-224, and Bonanza Drive into a large one-way traffic loop. This concept could improve traffic flows on Park City's primary corridors and most congested intersections, and potentially provide transit-only lanes. It would also drastically change existing travel patterns, and impact residents and businesses.

4.2. Background Information

Park City staff has previously investigated the possibility of implementing a one-way loop within the city. **Figure 5** illustrates a concept outlining a 1.4-mile loop that incorporates Kearns Boulevard, Park Avenue, Bonanza Drive, and Deer Valley Drive. The arrows in **Figure 5** indicate the proposed direction of travel.

Figure 5 – Potential One-Way Alignment



4.3. Stakeholder Workshop Summary

Stakeholder Committee deliberation encompassed congestion relief, necessary adjustments to traffic signals and intersections, potential effects on businesses, safety considerations for pedestrians and vehicles, and the anticipated public response.

Stakeholders supported simplification of traffic signal phasing, adding directional roadway capacity, and reducing congestion at the

SR 224 and Kearns Boulevard intersection. The concept could also accommodate dedicated transit lanes without ROW expansion.

Stakeholders acknowledged that the project introduces the potential of constructing a dedicated transit lane within the loop.

Stakeholders agreed that the one-way loop would change regional traffic patterns by diverting traffic away from Kimball Junction and towards US-40.

The prospect of enhanced service levels at congested intersections and improved transit travel times to crucial destinations, particularly during peak congestion periods, was appealing.

Given current efforts on the Bonanza Park Small Area Plan, future studies of the one-way loop should consider potential land use and travel pattern changes.

Table 6 summarizes the advantages and disadvantages of this concept as discussed in the workshop.

Table 6 – One Way Loop Advantages and Disadvantages

ADVANTAGES	DISADVANTAGES
One way loop could enable a dedicated transit lane on most of the loop (Deer Valley Drive/SR 224 would be general purpose/ transit lane)	Would require a second eastbound lane on SR 248 to achieve full benefits.
Improves vehicle Level of Service (LOS) at intersections	May increase Vehicle Miles Traveled (VMT) for cars.
Improves safety at unsignalized intersections by reducing cross-traffic movements (e.g., Snow Creek/Holiday Village)	Benefits are primary focused on seasonal winter and conditions while negative impacts would be felt year-round offering minimal daily benefits to residents.
Improves afternoon travel time from Park City Mountain Resort and Deer Valley Resort to SR 248	Will negatively impact business and residential access.
A low cost test pilot could be implemented; the test would be limited to several weeks to gather information on effectiveness and public reception	May result in higher vehicle speeds and decreased levels of driver attention.
	May be more confusing for downtown visitors; visitors driving in a two-way network can approach their destination from either direction.
	Potential increased travel time to the hospital for some residents.
	Residents may seek alternative routes and avoid the loop, displacing congestion to other areas.
	Reduce prioritization of transit and bicycling
	Could face opposition from residents who would strongly object to such a significant change
	Does not reduce, and may increase, the number of cars entering Park City

4.4. Potential Impacts Summary

Table 7 summarizes potential impacts associated with the one-way loop disruptor.

Table 7 – One-Way Loop Potential Impacts Summary

POTENTIAL ROW IMPACTS	POTENTIAL IMPACTS TO MARGINALIZED COMMUNITIES	POTENTIAL LAND USE IMPACTS	POTENTIAL ENVIRONMENTAL IMPACTS
Widening on SR 248 would require an additional receiving lane; other loop areas would utilize existing ROW.	Vehicle-focused concept may increase travel distance and time for those using Park City buses; may increase travel time to hospital. May provide a dedicated transit lane.	Concept may increase difficulty accessing local businesses including a grocery store and pharmacy.	Concept increases vehicle miles traveled. May result in fewer vehicle emissions.

Negative | *Negative Minor* | *Neutral* | *Positive Minor* | *Positive*

4.5. Stakeholder Committee Recommendation

While the Stakeholder Committee recognized the potential benefits during peak traffic periods, they did not believe it would be compelling enough to warrant year-round implementation. Stakeholders acknowledges that this concept would significantly impact multiple critical intersections in Park City.

Some Committee members supported a two-week pilot program. However, given the amount of infrastructure adjustments, education, and coordination, most did not support a pilot program.

Given the potential impact to businesses in the loop, potential increase in vehicle miles traveled, and need to widen SR-248 to see full benefits, the Stakeholder Committee did not support furthering this topic.

4.6. Recommended Next Steps

Park City Transportation and Engineering will determine if further exploration of a one-way loop is warranted.

If considered, Stakeholders recommends focusing on smaller loops as a test (Main Street Park Avenue, Swede Alley, etc.)

5. AERIAL GONDOLA

5. AERIAL GONDOLA

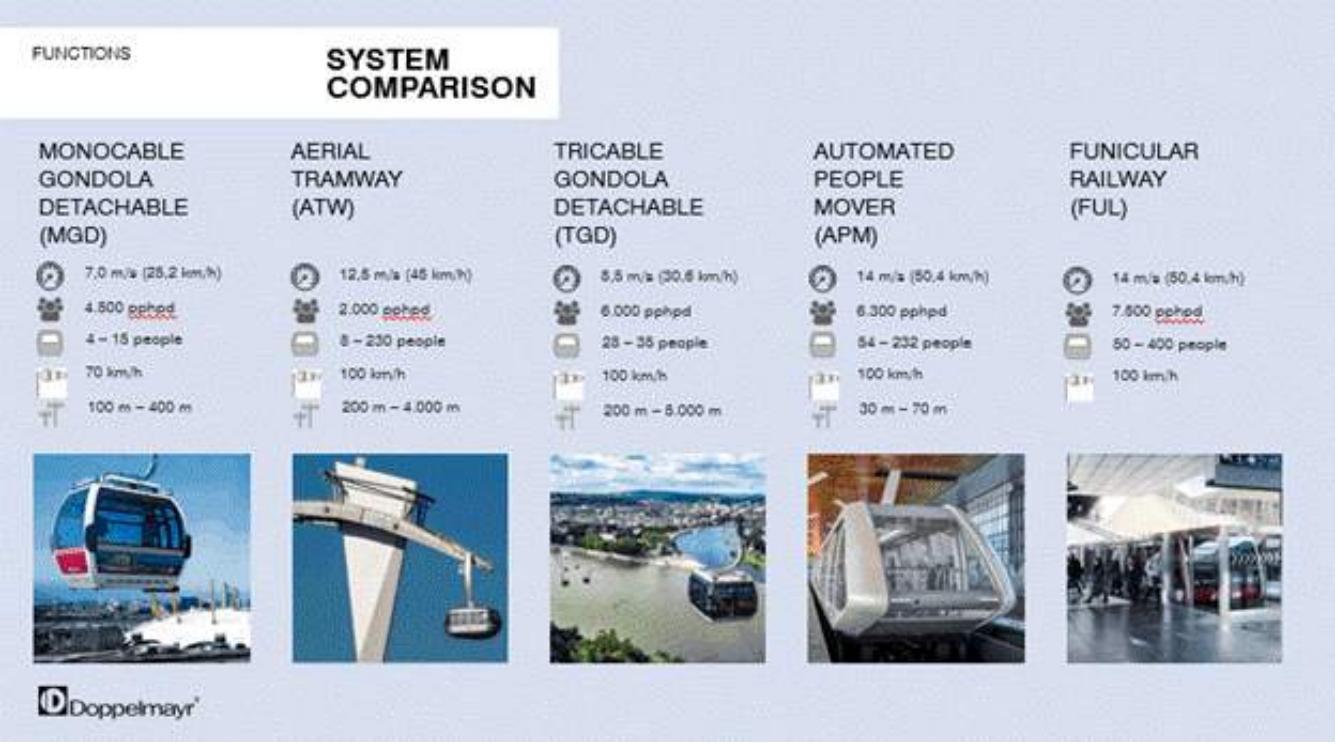
5.1. Concept

Construct aerial gondolas to connect regional destinations such as park and ride lots, located in the perimeter of Park City, to key destinations within Park City.

5.2. Background Information

Figure 6 illustrates different gondola configurations. Monocable Gondola - Detachable (MGD) is considered the most feasible application for Park City. MGD can move up to 4,500 people per hour per direction. The typical spacing between tower structures is 300-1300 ft.

Figure 6 – Aerial Systems Comparison



Source: Doppelmayr

Park City has previously analyzed the feasibility of an aerial system in Park City, as summarized below.

Transit Gondola Feasibility Study (2020)

In 2020, SE Group prepared the "Transit Gondola Feasibility Study for the Park City Municipal Corporation". The analysis concluded that while there are significant barriers, development uncertainties, and additional infrastructure requirements, an aerial gondola system is a feasible transportation option between major commercial and resort centers within Park City. The analysis concluded that economic incentives combined with transit options could motivate people arriving at Park City via Kimball Junction or Quinn's Junction to park in outlying lots (i.e., Ecker Hill Park and Ride, Richardson Flat Park and Ride, and other future satellite parking developments). From there, travelers would take public transportation to an aerial terminal, providing access to the gondola system within town.

The analysis emphasizes the importance of safe and accessible satellite parking options, served by high-frequency transit, coupled with strong in-town parking policies. Within this concept, the existing Park City bus system would be reconfigured as a "feeder" for the gondola trunk line.

Comparison of Gondola to Bus Rapid Transit (BRT) (December 2022)

SE Group and Fehr & Peers compared trade-offs of a gondola to BRT. The analysis found:

- The gondola would not decrease travel times during typical conditions but could provide greater dependability in travel times during peak traffic conditions.
- The gondola would provide additional non-auto mobility capacity that could address the travel demands of future development, particularly at gondola terminals.
- The gondola must be part of a comprehensive land use/mobility strategy.

5.3. Case Studies

Portland, Oregon

The Oregon Health and Science University (OHSU) is the largest employer in Portland, OR. Facilities are concentrated on a campus in the south of the city. When expansion was needed, there was no room directly on campus. A reversible aerial tramway was constructed connecting main campus and its expansion. The Portland Aerial Tramway (ATW) incorporates two stations, one tower and two cabins. The cabins accommodate 78 passengers and can be used to transport hospital beds. The Tram is a five-minute ride each way, rising 500 vertical feet and traveling 3,300 feet in distance. The tramway connects to the streetcar at the South Waterfront Station, better integrating OHSU into the city.

Telluride, Colorado

Telluride's gondola system provides free transportation between the Town of Mountain Village and the Town of Telluride. Opened in in 1996, what was once an eight-mile drive between the two towns, the gondola provides a more direct three-mile route over the mountains. Each cabin travels at 11 mph, and the ride takes approximately 13 minutes. The initial purpose of the gondola was to improve air quality and reduce traffic impacts. Over 2.5 million terminal exits are counted each year. The gondola has three primary stations for boarding and unloading. The gondola is operated and funded by the Telluride Mountain Village Owners Association (TMVOA), through the collection of Real Estate Transfer Assessments and Annual Real Estate Assessments.

5.4. Stakeholder Workshop Summary

Stakeholders emphasized the need to reduce rather than just the redistribute, traffic in Park City. Concerns were raised that previous gondola concepts would operate at slower speeds than vehicles, and as such, would not attract sufficient riders to leave their vehicles behind.

To be an appealing alternative to personal vehicles, a gondola would need to offer direct access to major destinations instead of following existing roadways.

Stakeholders concluded that an aerial system or gondola would need to bypass roads to be effective — going up and over the mountain for a direct route to the destination, for instance. It may need to be located off existing roadway alignments. If the system doesn't result in reduced travel time or congestion, it is likely to see limited utilization. The gondola must be convenient and efficient to draw people out of vehicles.

Stakeholders acknowledged that gondola alignment options are constrained by existing buildings and structures. Nevertheless, the verticality of gondolas provides an advantage, allowing for inventive routing solutions.

Stakeholders appreciated the favorable environmental effects of gondolas compared to automobiles and stressed that gondolas would complement the existing transit system. Gondolas might also be more appealing to visitors from out of town than buses.

Stakeholders questioned whether investment in gondolas for in-town travel is effective, given that in-town travel is not the primary traffic source.

Table 8 – Gondola Advantages and Disadvantages

ADVANTAGES	DISADVANTAGES
Offers high capacity unaffected by congestion; can alleviate ground-level traffic congestion if gondola trips replace vehicle trips.	Alignment options constrained by existing buildings, structures, and required locations of support towers.
Less affected by adverse weather conditions such as rain or snow compared to some ground-based transportation modes.	Gondola routes cannot be easily adjusted or to accommodate changes in demand or city planning.
Use of electric power, produces fewer emissions than traditional vehicles	Boarding and alighting may be more difficult for individuals with disabilities compared to ground-based transit options.
Requires minimal ground space for support structures and stations, allows for the creation of transportation corridors without consuming valuable ground space.	The visual impact of gondola support towers and cables can be a concern for residents. Finding suitable locations for alignment, stations and towers will be challenged by need to minimize visual impact.
Can be implemented relatively quickly compared to traditional ground-based transportation infrastructure.	May not be effective to reduce congestion unless connects to new entry points to Park City.
Verticality allows for inventive routing solutions, and to traverse challenging terrain.	
Can be integrated into pedestrian zones, providing a unique and efficient mode of transportation in dense urban contexts.	

5.5. Potential Impacts Summary

Table 9 summarizes potential impacts associated with the aerial gondola disruptor.

Table 9 – Aerial Gondola Potential Impacts Summary

POTENTIAL ROW IMPACTS	POTENTIAL IMPACTS TO MARGINALIZED COMMUNITIES	POTENTIAL LAND USE IMPACTS	POTENTIAL ENVIRONMENTAL IMPACTS
Stakeholder Committee recommends that new alignments be located away from existing roadway corridors, which would require new ROW corridors.	Cost of ridership may be a barrier to wide-spread utilization by disadvantaged communities; entry points located at park and ride lots may focus use by those arriving by personal vehicle.	Establishes new entry points to the region which may lead to additional commercial nodes development.	Concept requires new corridors be identified away from developed residential areas. May result in fewer vehicle emissions.

Negative *Negative Minor* *Neutral* *Positive Minor* *Positive*

5.6. Stakeholder Committee Recommendation

Stakeholders recommends exploring gondola alignments that connect major nodes, are competitive to automobile travel times, and create new entry points to Park City. Exploring routes outside of existing transportation corridors should take advantage of vertical terrain, and minimize impacts on existing structures, including homes.

Stakeholders recommends exploring funding gondolas through public-private partnerships. Some committee members expressed concern that direct access could be an economic disadvantage to other areas of town, and future consideration must integrate gondolas within a larger transit network and with multiple access points.

Stakeholders does not support an aerial gondola if relied upon as the primary transit mode and along existing transportation corridors to move people in and out of Park City.

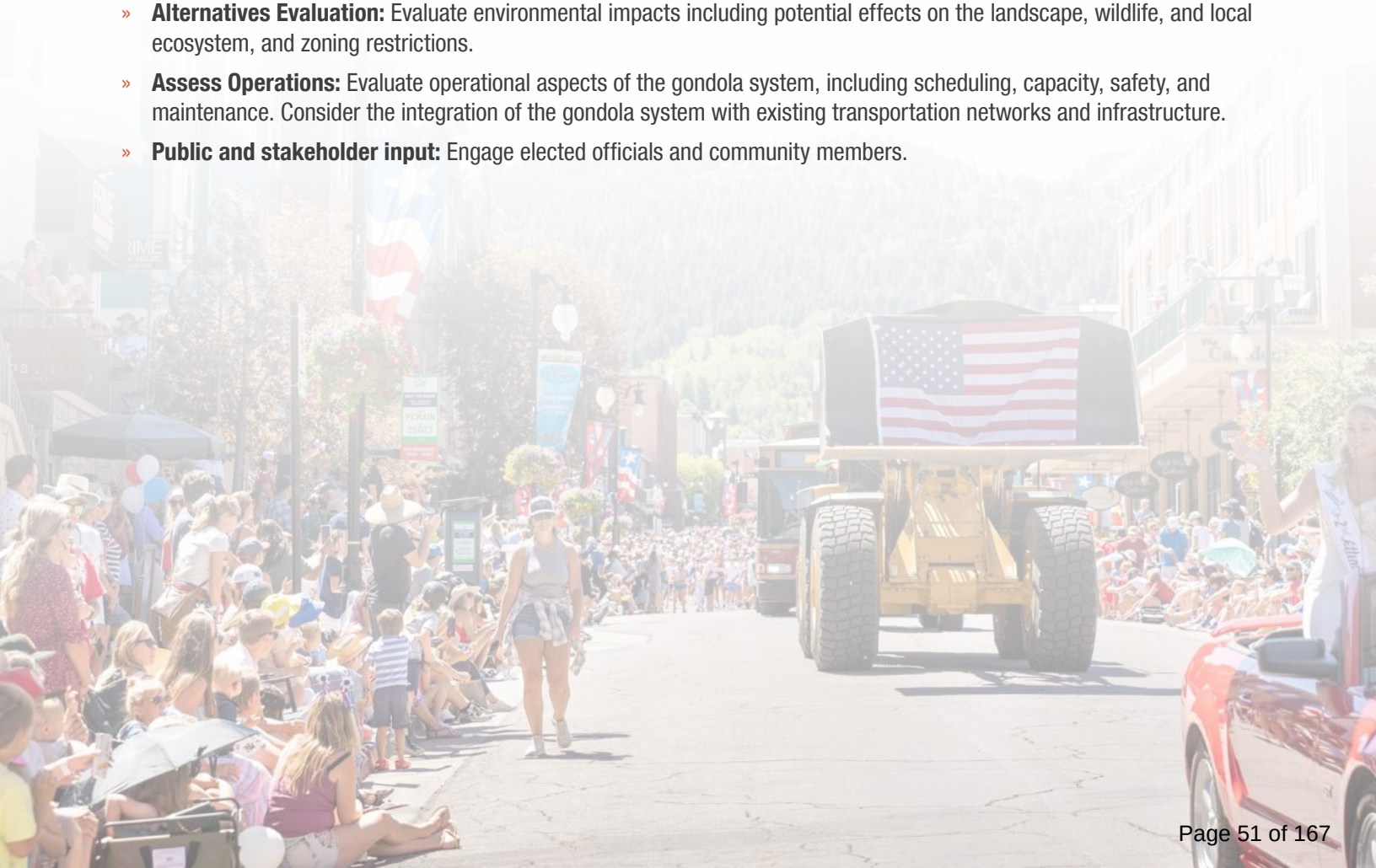
5.7. Recommended Next Steps

Park City lead a concept feasibility study that addresses the following:

- **Project Objectives:** Define goals and objectives of the gondola system; may include reducing traffic congestion, promoting sustainable transportation options, and enhancing overall mobility in Park City.
- **Market Research:** Evaluate demand for a gondola system including potential ridership by tourists and residents.
- **Alternatives Development:** Identify logical termini (beginning/ending of system); consider existing right-of-way, terrain, environmental conditions, and engineering requirements for stations and towers; evaluate constructability; prepare cost estimate.
- **Alternatives Evaluation:** Evaluate environmental impacts including potential effects on the landscape, wildlife, and local ecosystem, and zoning restrictions.
- **Assess Operations:** Evaluate operational aspects of the gondola system, including scheduling, capacity, safety, and maintenance. Consider the integration of the gondola system with existing transportation networks and infrastructure.
- **Public and stakeholder input:** Engage elected officials and community members.

City Council Direction

City Council recognizes the potential benefits and significant challenges that would need to be overcome to implement a Gondola, and expressed skepticism that a consensus alternative can be identified.



6. PASSENGER RAIL

6. PASSENGER RAIL

6.1. Concept

Consider the potential impacts and feasibility of bringing passenger rail to Park City, including different modes such as light rail, streetcar, elevated rail, and commuter (heavy) rail.

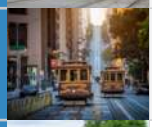
6.2. Background Information

Passenger rail connections are an energy-efficient travel mode. Communities with passenger rail often realize an overall benefit from ridership, as well as economic development associated with Transit-Oriented Development (TOD). Capital costs of passenger rail are typically higher than other transit modes and require a significant travel market to be a viable investment.

In the 1880s, a railway connected Kimball Junction area to Park City to support mining.[7] Two sections of abandoned track still exist today in Park City and Snyderville.

Figure 7 details different characteristics of various rail modes.

Figure 7 – Rail Modes Comparison

MODE	PEAK FREQUENCY How often does the vehicle typically arrive at stop during the peak period?	RUNNINGWAY Does a typical train, streetcar, or APM travel in mixed traffic or its own, dedicated lane?		SYSTEM LENGTH From end-to-end, how far does a typical train, streetcar, or APM travel?	CAPITAL COSTS What is the relative cost to construct this mode?	STATION SPACING What is the average mileage between each station for this mode?
		MIXED TRAFFIC	DEDICATED LANE			
LIGHT RAIL 	Every **10** minutes	✓	✓	**10–20**/ **50** miles	$$$$$	**1** mile
STREETCAR 	Every **10** minutes	✓	✓	**10–20**/ **50** miles	$$$–$$$$	**1/8–1/4** mile
COMMUTER RAIL 	Every **10–30+** minutes		✓	**20–50**/ **50** miles	$$$	**7** miles or longer
AUTOMATED PEOPLE MOVER (APM) 	Every **2–5** minutes		✓	**1–5**/ **50** miles	$$$–$$$$$	**1/8–1/2** mile
MONORAIL 	Every **3–10** minutes		✓	**1–15**/ **50** miles	$$$$$	**1/4–1** mile

Previous Studies

The Valley to Mountain Alternatives Analysis Study[8], 2018, which ultimately recommended BRT be installed on SR 224, also considered Light Rail Transit (LRT), Monorail, and High-Speed rail as technology alternatives. The automated guideway transit, monorail, and high-speed rail options were screened out based on vehicle speed, travel time, station spacing requirements, cost, funding ability, aesthetics, study area and corridor context, sustainability, and public opinion. In addition, the analysis identified that potential environmental impacts from these technologies would be greater than BRT, since these technologies couldn't easily fit in the space within or near the SR 224 ROW and would require off-corridor alignments. During Level 2 screening, BRT was identified as the preferred alternative. BRT screened higher than LRT because of higher capital costs associated with LRT and the dedicated ROW required. BRT optimizes the existing Route 10, White Electric Xpress bus service into high-capacity transit by allowing it to operate exclusively in a dedicated busway on SR 224. The BRT will serve the Kimball Junction Transit Center and connect to the Old Town Transit Center.

[7] UtahRails.net
[8] *Alternatives Analysis Report, Valley to Mountain Alternatives Analysis Study, May 2018*

6.3. Best Practices and Case Studies

Winter Park Express – California Zephyr, Winter Park, CO

The Winter Park Express, operated by Amtrak, connects Winter Park Ski Resort to Denver's Union Station (~65 miles). The train is seasonal, running from mid-January through mid-March on Fridays, Saturdays, and Sundays departing from Union Station once daily in the morning and from Winter Park Resort once daily in the afternoon.

Photo: Amtrak

6.4. Stakeholder Workshop Summary

Stakeholders deliberated on the merits and challenges of both elevated rail and ground-based rail. Concerns were raised regarding environmental impacts and the necessary acquisition of ROW for both solutions.

Stakeholders expressed the view that the feasibility of an in-town rail concept is highly correlated with the City's growth trajectory and land-use objectives. Rail investments often serve as catalysts for economic and population growth. Stakeholders emphasized that strategic placement of rail stations may support growth-oriented goals. Stakeholders expressed skepticism that a Park City internal-only rail system would be effective to reduce congestion. Stakeholders saw more benefit as a regional system connecting to UTA high capacity rail systems.

Stakeholders recommended that passenger rail should be approached as a regional endeavor, and a rail system confined solely to Park City was deemed undesirable. Any rail-based solution should be approached regionally and should focus on connecting commuters and visitors from Salt Lake City to exterior entry points in Park City.

Table 10 – Passenger Rail Advantages and Disadvantages

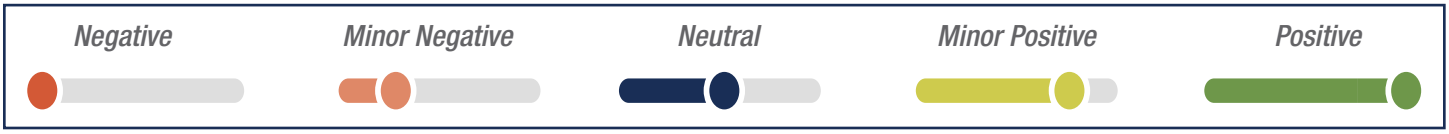
ADVANTAGES	DISADVANTAGES
Passenger rail could provide affordable transportation for workers commuting to Park City daily.	Regional passenger rail is a large capital investment that would require federal funding.
Passenger rail would provide Park City and the Snyderville Basin area with a sustainably managed transportation solution as the region continues to grow.	Regional passenger rail requires high number of passengers commuting between two points; additional analysis is required to determine if a sufficient demand exists between Park City and the Wasatch Front.
Regional passenger rail connecting to the airport would provide a comfortable option for visitors to forgo renting a car to travel to Park City.	Regional passenger rail would require feasibility and environmental studies that would take multiple years to complete.
Passenger rail can be electrified, producing significantly fewer greenhouse gas emissions per passenger mile compared to vehicles.	Passenger rail may require new right-of-way outside of existing transportation corridors.
Passenger rail stations can support economic development and high density housing.	
Passenger rail stations can serve as multimodal hubs, connecting to local transit service.	
Passenger rail is less impacted by weather conditions than highway vehicle travel	
Passenger rail requires continued investment in operations and maintenance.	

6.5. Potential Impacts Summary

Table 11 summarizes potential impacts associated with the passenger rail disruptor.

Table 11 – Passenger Rail Potential Impacts Summary

POTENTIAL ROW IMPACTS	POTENTIAL IMPACTS TO MARGINALIZED COMMUNITIES	POTENTIAL LAND USE IMPACTS	POTENTIAL ENVIRONMENTAL IMPACTS
Concept requires expansion or new alignments outside of existing ROWs.	Concept provides alternative mode of transportation for those commuting to Park City from long distances.	New transit stops focus high density development into nodes and activity centers rather than distributed low density development.	Concept removes vehicle trips from the network which improves air quality.



6.6. Stakeholder Committee Recommendation

Stakeholders recognizes the regional benefits of passenger rail connections. An investment of this scale requires regional and state leadership. Stakeholders recommends advancing conversations with regional partners to bring regional rail to the perimeter of Park City to integrate with Park City's transit network. Regional rail would connect to high-capacity BRT service at Kimball Junction or Quinn's Junction.

Stakeholders does not support rail service internal only to Park City (Kimball Junction to Old Town). Investments in rail are often facilitators of economic and population growth. Any in-town concepts should carefully consider the City's desired growth trajectory and land use goals. However, given the expected growth in Park City and Summit County, investment in rail may provide additional advantages to prepare for the future.

Stakeholders emphasized a need for a transportation network beyond cars, including rail, but had concerns about price, ROW impacts, community compatibility, and seamless connections.

6.7. Recommended Next Steps

Engage regional partners in preliminary discussions to evaluate interest. Conduct preliminary screening analysis with regional partners:

- **Market Analysis:** Assess existing and potential demand for passenger rail service between Salt Lake City and Park City. This includes analyzing population demographics, travel patterns, commuting behavior, tourism trends, and projected growth in the region.
- **Route Analysis:** Evaluate potential route options for the passenger rail. Consider factors such as distance, terrain, existing transportation infrastructure, land availability, and potential impacts on communities and the environment.
- **Ridership Forecasting:** Estimate the expected ridership on the passenger rail line based on the market analysis and route analysis. This involves considering factors such as trip origins and destinations, travel times, fare pricing, and competition from other modes of transportation.
- **Financial Analysis:** Assess the financial viability of the passenger rail line. This includes estimating the capital costs of construction, station development, rolling stock acquisition, and ongoing operating and maintenance expenses. Evaluate potential revenue sources, such as fares and grants, as well as on-going funding for operations and maintenance.

7. SALT LAKE CITY INTERNATIONAL AIRPORT CONNECTION

7. SALT LAKE CITY INTERNATIONAL AIRPORT CONNECTION

7.1. Concept

Explore models to provide direct and integration connection from Park City to the Salt Lake City International Airport (SLC Airport). Stakeholders explored how systems in Colorado ski towns, including the Landline and United Airlines partnership and the Epic Mountain Express, might work in Park City.

Due to ongoing regional transit coordination between High Valley Transit (HVT) and UTA, general-purpose transit connections between Salt Lake County and Park City were not discussed in this workshop.

7.2. Background Information

Existing Transit Options

Currently, visitors to Park City, who desire to use transit from Salt Lake City International Airport to Park City, are required to utilize one of the following:

- UTA/High Valley Transit:
  - The UTA TRAX Green Line provides 15-minute frequency service between Salt Lake City International Airport and Salt Lake Central Station.
  - High Valley Transit provides service from Salt Lake Central Station to Kimball Junction Transit Center. High Valley Transit replaced UTA's discontinued SLC – PC 902 Connect Route.
  - Bus Route 101 connects Kimball Junction and Old town Transit Center.
- Personal and Shared Limousine Service
  - There are currently approximately 15 personal and shared limousine services that run between Salt Lake City International Airport and Park City. Services typically operate using 8-seat Suburban's, or 12-seat vans.
- Hotel Shuttles
  - Several hotel shuttles provide service between the Salt Lake City International Airport and Park City hotels

Valley to Mountain Alternatives Analysis (2018)

The Valley to Mountain Alternatives Analysis, completed in 2018, included a high-level evaluation of potential new bus service between the Salt Lake City International Airport and Summit County. The service would have terminated at the Kimball Junction Transit Center and/or at the Park City Transit Center.

The study also considered an operating plan for the PC-SLC Connect that would work most effectively with bus transit service on SR-224. The study team identified potential operating plans from SR 224 via I-80 to the Salt Lake City International Airport, downtown Salt Lake City, and other locations.

Table 12, drawn from the 2018 study, shows a potential operating plan options and cost for bus service between Salt Lake City International Airport and Summit County. Cost estimates were based on the cost per revenue-mile ($7.36) identified in UTA's Comprehensive Annual Financial Report (UTA 2016).[9]

[9] https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:5e81a1e2-dc80-323b-bc25-cd43d8c281b5

Table 12 – Salt Lake City to Park City Transit Options Evaluation

OPTION	MILES	TRIPS	COST PER MILE	DAYS	OPERATING COST
1A – SLC Airport – Kimball Junction TC	32.0	68	$7.36	300	$4,804,608
1B – SLC Airport – Kimball Junction TC	32.0	48	$7.36	300	$3,391,488
2A – SLC Airport – Kimball Junction TC – Bonanza TC	38.0	68	$7.36	300	$5,705,472
2B – SLC Airport – Kimball Junction TC – Bonanza TC	38.0	48	$7.36	300	$4,072,392

Source: Valley to Mountain Alternatives Analysis, 2018

7.3. Best Practices and Case Studies

American Airlines Landline Partnership

American Airlines customers traveling on Landline-operated motorcoaches from Allentown/Bethlehem, Pennsylvania (ABE), and Atlantic City, New Jersey (ACY), to Philadelphia International Airport (PHL) can seamlessly travel with the Transportation Security Administration's (TSA) approval of airside-to-airside motorcoach operations.

> *"Program streamlines the passenger experience and enables travelers to seamlessly travel out of a large international airport conveniently by going through our security screening process from a smaller international airport," said Gerardo Spero, TSA's Federal Security Director for Philadelphia International Airport.*

Customers can arrive at ABE or ACY, check-in with American Airlines, clear security at their local airport like any other flight, and then board their coach on the secure side of the terminal. Customers will then arrive airside at PHL and proceed straight to their connecting flight without having to go back through security screening.[10]

For Park City to implement a similar system, an agreement with TSA, a facility, and TSA screening equipment would be required.

Landline Partnership with United Airlines, Fort Collins, Colorado

United Airlines provides bus services to and from Denver International Airport and Fort Collins, CO. Landline offers premium airport shuttle service and offers affordable travel with first class amenities. Buses are equipped with Wi-Fi, A/C, and seats with legroom.[11] To travel, one must:

- If planning on traveling to Fort Collins, book on united.com or the United app:
  - Choose Fort Collins (FNL) as your destination, with a "connection" at Denver International Airport
  - Check in for flight and Landline trip at the same time
  - Once flight arrives in Denver, United Airlines will transfer checked bags to Landline
  - All service leaves from Gate B87, and seating is assigned
  - Passengers board back to front just like on a United flight

[10] https://www.phl.org/newsroom/AA-Landline
[11] https://landline.com/how-it-works

- If traveling from Fort Collins to Denver for a flight, book on united.com or the United app:
  - Choose Fort Collins (FNL) as the origin, and when you continue your search, you'll see your trip has a connection at Denver International Airport
  - Check in for flight and Landline trip at the same time
  - Once bus arrives in Denver, United Airlines will transfer checked bags to Airline
  - When arriving in Denver, United will unload bags and check them to their final destination[12]
- If traveling to Breckenridge:
  - Breckenridge service runs seasonally
  - Nonstop airport shuttle service to/from Breckenridge (QKB) and Denver International Airport (DEN)
  - Travel available Mon, Thu, Fri, Sat, and Sun[13]
  - Board shuttle at Gate A78 in Denver International Airport
  - United will transfer bags from their planes to the Landline buses for them
  - The drop-off point in Breckenridge, 319 N. Main St., is about 100 yards away from the gondola for Breckenridge Ski Resort[14]

Epic Mountain Express Denver Airport Shuttle, Denver, Colorado

Epic Mountain Express, formerly Colorado Mountain Express (CME) provides airport shuttle ground transportation service from Denver International Airport (DIA) and Eagle County International Airport (Vail) Airport. Epic Mountain Express serves locations including:

- Vail, Beaver Creek, Bachelor Gulch, Edwards, Avon, Breckenridge, Keystone, Frisco, Dillon, Silverthorne and most surrounding communities of the areas listed above.

Epic Mountain Express offers door-to-door and transfer center services. Door-to-door shared ride shuttle service picks up or drops off at homes, condos, hotels and resorts.

This transportation service operates ticket service counters at both Denver International Airport (DEN) and Eagle County Regional Airport (EGE), offering hourly departures to and from Denver International Airport, specifically during the winter season. They also provide shuttles aligned with arrival of flights at Eagle County Regional Airport (EGE). Passengers are allowed up to two bags and a personal item to be transported at no cost.[15]

Urban Air Mobility

Urban Air Mobility (UAM) is a subset of the broader Advanced Air Mobility concept. UAM is defined as low altitude aircraft for passengers and cargo in urban and suburban areas. UAM has existed for many years through the form of traditional helicopters. The upcoming wave of Vertical Takeoff and Landing (VTOL) aircraft has the potential to revolutionize on-demand urban air transportation. There are more than 100 different UAM vehicles in various stages of development around the globe. These vehicles may be powered by electricity (eVTOL), hydrogen fuel, or both. These new VTOL vehicles promise to be quieter and more cost effective to operate than traditional helicopters, making UAM attainable by a larger spectrum of people.

A UAM service between Salt Lake City International Airport and Park City would require infrastructure at both ends of the journey such as a vertiport (helipad), passenger facilities, and connectivity to the local transportation system. Several UAM concepts are being explored by a variety of companies that would be like a Salt Lake City/Park City connection. An air taxi service, such as discussed in Chicago by United and Archer,[16] would have the ability to remove cars off the road, reduce greenhouse gas emissions, and reduce travel time.

[12] https://www.united.com/en-us/landline
[13] https://landline.com/breckenridge
[14] https://breckenridge.skyrun.com/plan-your-vacation/united-airlines-landline-bus-service
[15] https://www.epicmountainexpress.com/airport-shuttle-services
[16] https://www.engadget.com/united-and-archer-will-open-an-air-taxi-route-to-chicagos-ohare-airport-in-2025-191352804.html

7.4. Stakeholder Workshop Summary

Stakeholders noted that visitors rent cars to journey from the airport to Park City. Other visitors utilize hotel or private vehicles, which Stakeholders noted are not as environmentally friendly as higher-capacity vehicles.

Stakeholders support establishing direct transit connections between Salt Lake City International Airport and Park City destinations. This transportation concept could:

- Transport passengers via a high-capacity shuttle system to a mobility hub in Park City
- Provide hotel shuttles or Park City Transit for last mile connections to / from mobility hub

Stakeholders recommend frictionless transfers without the need for baggage handling, similar to flight transfers. Stakeholders emphasized that Park City residents would also find this system attractive, as it eliminates the need to park their vehicles at the airport or pay expensive private shuttle fees. A high-capacity shuttle service would additionally promote equity by offering a cost-effective transportation option.

Stakeholders suggests that Park City explore public/private partnerships to facilitate final connections. Stakeholders highlighted that while this concept could be implemented with relatively low investment, ensuring schedules and reliability would be crucial to establishing a successful connection and attracting users.

Table 13 – Salt Lake City International Airport Connection Advantages and Disadvantages

ADVANTAGES	DISADVANTAGES
Airport connection transit eliminates the need for residents to drive to the airport and park their vehicles or pay private shuttle fees.	Airport connection transit may not have a noticeable impact on vehicle congestion in Park City.
Airport connection transit can be implemented relatively easily without requiring costly environmental studies.	Airport connection transit vehicles will be susceptible to the same traffic conditions as private vehicles.
Multiple resorts and hotels currently operate private shuttles; organizing a collaborative effort will reduce costs and for all involved parties.	Market analysis is required to estimate potential ridership of the airport connection.
Provides visitors with a convenient transportation connection between the airport and Park City, reducing need for a personal vehicle.	Airport connection transit will require continued investment in operations and maintenance, to provide convenient and frequent service that will attract riders.

7.5. Potential Impacts Summary

Table 14 summarizes potential impacts associated with the SLC International Airport connection disruptor.

Table 14 – SLC International Airport Connection Potential Impacts Summary

POTENTIAL ROW IMPACTS	POTENTIAL IMPACTS TO MARGINALIZED COMMUNITIES	POTENTIAL LAND USE IMPACTS	POTENTIAL ENVIRONMENTAL IMPACTS
No impacts.	No impacts.	Service would likely connect at mobility hubs, which provide opportunities for focused areas of higher density.	Service reduces reliance on single vehicle trips, reducing emissions and improving air quality.

Negative *Minor Negative* *Neutral* *Minor Positive* *Positive*

7.6. Stakeholder Committee Recommendation

Stakeholders recommend a high-capacity shuttle service from the SLC Airport to a new mobility hub in Park City. Once visitors arrive, hotel shuttles or PC Transit would take guests to their destination.

Stakeholders recommends frictionless vehicle transfers and avoiding bag-handling, much like flight transfers. Stakeholders noted that Park City locals would also find this system attractive as they would not need to park their vehicle at the airport or pay costly private shuttle fees. A high-capacity shuttle service would also be more equitable by providing a low-cost transportation option while making Park City a more attractive destination. This effort should be led by Park City to engage stakeholders including:

- SLC International Airport
- Airport/Airlines
- Resorts, airlines, resorts/hotels
- High Valley Transit
- UTA
- Chamber of Commerce and Visitors Bureau

Stakeholders believes this is a feasible and potentially low-cost investment that would benefit multiple stakeholders, including locals, visitors, airlines, and hotels.

Stakeholders noted that providing safe and secure capture lots with overnight parking and transit access will also be key to making shuttles attractive to Park City residents.

7.7. Recommended Next Steps

Park City to engage stakeholders including SLC International Airport, airlines, resorts/hotels, High Valley Transit, UTA, Park City Chamber of Commerce, and Regional Convening working group to gauge level of support, interest, and funding partnership opportunities. A screening analysis should consider:

- **Market Analysis:** Conduct a market analysis to assess the demand for a shuttle service between Salt Lake City and Park City. Consider factors such number of visitors to Park City, number of out-of-state visitors arriving by air, travel patterns, tourism trends, and other existing transportation options.
- **Scheduling and Frequency:** Consider schedule and frequency that would be attractive to potential riders, and meets the needs of tourists, and other potential users. Consider peak travel times, special events, and other factors that may influence demand.
- Financing: **Consider fare structure for the shuttle service.** Consider factors such as distance traveled, time of day, and discounts or promotions that may be offered. Explore funding options such as public-private partnerships or grants.

City Council Direction

City Council supports advancing this concept. Council discussion directed this should happen as soon as possible and it would greatly benefit residents and visitors.

- **Partnership and Collaboration:** Explore partnerships with local and regional partners. This could include joint marketing efforts, coordination of schedules with other transportation modes, and shared ticketing systems.
- **Operations:** Develop a comprehensive operations plan including staffing, driver training, vehicle maintenance, and ongoing monitoring of service quality.

9. REVERSIBLE FLEX LANE

8. REVERSIBLE ARTERIAL FLEX LANE

8.1. Concept

Consider reversible flex lanes on Park City's corridors, including SR 224 and SR 248, to help improve traffic flow in and out of town. Reversible lanes optimize existing roadway infrastructure during peak traffic conditions by increasing capacity in one direction while reducing it in the other. For example, these lanes might increase capacity into town during morning peak hours and out of town during the evenings. Reversible flex lanes could also be employed to provide a transit only-lane.

According to the UDOT managed lane implementation guide, 'reversible lanes are well suited for corridors with underutilized roadway capacity in one direction of travel. Reversible lanes are especially effective when applied to facilities with heavy directional splits and with parallel routes that can handle "off-peak" direction demand diverted from the reversible lane facility'.[17]

8.2. Background Information

SR 248 Corridor Plan

A corridor plan for SR 248 was prepared for Park City in 2009. The study evaluated reversible lane scenarios on SR 248 from US 40 to Comstock Drive, US 40 to Bonanza Drive, Wyatt Earp Way to Richardson Flat Road (formerly Old Dump Road), and HOV reversible lanes from Wyatt Earp Way to Richardson Flat Road. Alternatives with reversible lanes west of Wyatt Earp Way were expected to fail due to the high number of turning movements on SR 248 into the school zone; these alternatives were not advanced further. The alternatives considered included:[18]

- Alternative 4A: Reversible Lanes from Wyatt Earp Way to Richardson Flat Road
- Alternative 4B: HOV Reversible Lanes from Wyatt Earp Way to Richardson Flat Road

The study showed that typically, demand in the peak direction was sufficiently accommodated through 2020 by the two reversible lane alternatives; however, the off-peak direction wouldn't have been sufficiently served even in 2014.

Analysis showed that Alternative 4B would not function well as a dedicated HOV/bus lane. Alternative 4A was selected for further consideration.

8.3. Best Practices and Case Studies

5400 South Flex Lanes, Taylorsville, Utah

UDOT opened the 5400 South Flex Lanes system in 2012 as a reconfiguration of a seven-lane arterial roadway with three lanes in each direction and a center two-way left-turn-lane. The project installed three reversible lanes on 5400 South. During the AM peak, the roadway operates with four eastbound lanes and two westbound lanes. In the PM peak, the lanes switch to two eastbound lanes and four westbound lanes.[19] The 5400 South Flex Lane system includes lane control signals and pavement markings. UDOT published an Implementation Guide detailing Reversible Lanes.[20]

Photo: Utah Department of Transportation

[17] https://storymaps.arcgis.com/stories/1b578cbb1dfa42e89270237745259c04
[18] https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:59839f5e-2ff7-35b6-baa2-0cb14b02b90e
[19] https://storymaps.arcgis.com/stories/83870f53076d41fc8d3f97663784 0f50
[20] Implementation Guide (arcgis.com)

7th Street Reversible Arterial, Phoenix, Arizona

During morning and afternoon peak traffic hours, the two-way left-turn lane on 7th Street (between McDowell Road to Dunlap Avenue) operates as a reversible lane. Monday through Friday during morning peak traffic hours (6 a.m. to 9 a.m.), the reversible lane provides an additional lane in the southbound direction; and in the afternoon peak hours (4 p.m. to 6 p.m.), it provides an additional lane in the northbound direction.

Left-turn movements are prohibited at arterial and collector street intersections but left-turns are allowed at other non-signalized streets and at driveways for access.

Overhead and roadside signs indicate the reversible lane direction and hours of operation, and signs indicating the prohibition of left-turns are posted frequently throughout the corridors.[21]

Photo: City of Phoenix

SR-9, Roswell, Georgia

The City of Roswell has used reversible lanes on a 1-mile corridor of South Atlanta Street (State Route 9) between Marietta Highway and Riverside Road for over 30 years. This corridor is configured as a three-lane facility with a reversible center lane. State Route 9 is mainly a four-lane arterial facility, except for the reversible lane corridor where several historic places along the road made it difficult to widen the road to four lanes. A reversible lane was implemented as an alternative to widening.

Reversible lanes are implemented with overhead illuminated signs. A sign above each outside lane shows a static arrow, so drivers know it is always available for the direction they are traveling. The center reversible lane shows a red X or a green arrow, depending on the time of day and which direction is using the reversible lane. When the reversible lane changes direction, the system closes the reversible lane for all directions.[22]

Photo: Google Street View

8.4. Stakeholder Workshop Summary

The Stakeholder Committee discussed local street and business access to a flex lane roadway, visual impacts the corridor, and receptiveness of the public.

Stakeholders discussed how reversible lanes may confuse unfamiliar drivers but noted that the lanes might work well given Park City's highly directional and predictable travel patterns. Reversible lanes may make it possible to construct dedicated transit lanes without significant ROW acquisition.

Stakeholders discussed reversible lanes on SR 224 from Canyons Resort to I-80, and from the Deer Valley Roundabout to Richardson Flat. Stakeholders suggested that Deer Valley Drive and Bonanza Drive may also be candidates for stand-alone reversible lanes.

Stakeholders noted that the primary benefit of reversible lanes is directed toward single vehicles. Stakeholders would like to consider how reversible lanes may benefit transit, so that the benefit is not exclusive to single-occupant vehicles.

[21] https://www.phoenix.gov/streets/projects/7th-street-and-7th-avenue-reverse-lanes#:~:text=How%20the%20reverse%20traffic%20lane,operates%20as%20a%20reversible%20lane.
[22] https://www.itskrs.its.dot.gov/its/benecost.nsf/ID/4eb7a2acc16ffe7985257fe00055183e

Table 15 – Reversible Flex Lanes Advantages and DisadvantagesDisadvantages

ADVANTAGES	DISADVANTAGES
Improves vehicle Level of Service (LOS) on primary corridors connecting to Park City.	May negatively impact business and residential access if turn restrictions are required.
Could enable a dedicated transit lane on SR 224 or SR 248.	May result in higher vehicle speeds.
Works well with Park City's highly directional traffic patterns	May be confusing for out of town visitors who are not familiar with the reversible lanes.
	Does not reduce, and may increase, the number of cars entering Park City.

Figure 8 – Rendering of Possible Reversible Flex Lanes on SR 248

8.5. Potential Impacts Summary

Table 16 summarizes potential impacts associated with the reversible flex lane disruptor.

Table 16 – Reversible Flex Lane Potential Impacts Summary

POTENTIAL ROW IMPACTS	POTENTIAL IMPACTS TO MARGINALIZED COMMUNITIES	POTENTIAL LAND USE IMPACTS	POTENTIAL ENVIRONMENTAL IMPACTS
Utilizes existing lanes without acquiring new right-of-way or roadway expansion.	Concept focuses on vehicle travel, may also improve travel time for buses.	Concept may change patterns for accessing businesses.	Concept may reduce delay and congestion, reducing emissions, and improving air quality.

Negative *Minor Negative* *Neutral* *Minor Positive* *Positive*

8.6. Stakeholder Committee Recommendation

Stakeholders recommended advancing reversible arterial flex lanes in Park City if it includes transit improvements and does not require roadway expansion or new right-of-way. Stakeholders recommends traffic modeling to determine if reversible lanes reduce travel times and congestion on different road segments, including Bonanza Drive, SR-248, and SR-224 (Deer Valley Drive). Stakeholders recommends extensive community outreach during project planning and design.

8.7. Recommended Next Steps

Engage UDOT to conduct a Reversible Flex Lanes Feasibility Study of SR 248 or SR 224. The feasibility study should consider:

- **Traffic Analysis:** Determine potential benefits of implementing reversible flex lanes, considering traffic volume, congestion patterns, peak travel times, and future growth projections.
- **Roadway Design:** Evaluate the existing roadway infrastructure on SR 224 or SR 248 to determine if it can accommodate reversible flex lanes. Consider existing intersections, and potential conflicts with other modes of transportation such as pedestrians and cyclists.
- **Safety Measures:** Identify safety measures to ensure the safe operation of the reversible flex lanes. This may include installing signage, pavement markings, and barriers to clearly indicate lane configurations and prevent unauthorized access. Consider additional safety measures such as variable message signs and traffic cameras for real-time monitoring.
- **Operational Procedures:** Develop operational procedures for the reversible flex lanes, including rules for dedicated transit access, lane switching, lane direction, and access points. Consider the use of intelligent transportation systems (ITS) to facilitate lane control and monitoring.

City Council Direction

City Council supports further study of reversable flex lanes with consideration of improved transit service and in-town parking needs.

- **Engagement:** Engage with key stakeholders to gather input and address concerns. Consider public meetings to gather feedback and ensure community buy-in.
- **Education and Outreach:** Develop an education and outreach campaign to inform the public about the benefits and proper use of reversible flex lanes. Consider using various communication channels such as websites, social media, and informational brochures.

9. VEHICLE-FREE ZONE

9. VEHICLE-FREE ZONE

9.1. Concept

Consider vehicle-free streets in Park City. Main Street was specifically discussed, but other streets could also be considered. This concept focuses less on improving travel conditions and more on placemaking, pedestrian safety, and enhancing economic opportunity.

9.2. Background Information

Vehicle free zones are areas closed to or with restricted vehicle traffic, providing pedestrians use of the roadway.

When implemented in a commercial area, businesses are granted use of the sidewalks and portions of the street for expansion of outdoor retail and dining. The pedestrian zone can also be configured to create additional space for trees or recreation areas.

Vehicle free zones can relieve core areas of congestion, providing room for multimodal options including transit, bicycles, and pedestrians.

9.3. Best Practices and Case Studies

Charlottesville, Virginia

In Charlottesville, Virginia, the city's downtown has included an eight-block car-free zone. Opened in 1976, the street is sixty feet wide and laid with brick, extending to storefronts, trees, and seating.

Over time, design changes were made to the Charlottesville Mall.[23] Originally, the mall was encircled by a one-way road that drivers navigated when searching for parking. If drivers could not find parking, they would loop again. In response, the one-way loop was converted to two-way and two cross streets were built on the mall to increase visibility. The east end, once bordered by roadways, was reconstructed into an inviting entrance. Pedestrian crosswalks were installed on blocks outside the mall in each direction.

Photo: Charlottesville Albemarle Convention and Visitors Bureau

Boise, Idaho

During COVID-19, Boise closed 8th Street, also known as "restaurant row" to provide space for restaurants during pandemic related ordinances. Due to the closure's success, in May 2022, Boise City Council approved a concept to redesign 8th Street to keep the street closed to car traffic and allow expanded patio space for businesses while making it safer for disabled and vision-impaired visitors.[24]

Available data shows that 8th Street as a car-free zone may have enhanced business.[25] Data analyzed by Yelp for several cities that shifted to pedestrian-only traffic in 2020, including Boise's 8th Street, found that 8th Street businesses saw a 29 percent increase in consumer activity in comparison to the rest of the city during COVID-19.[26]

Photo: KTVB, Boise, ID

[23] https://www.governing.com/archive/gov-pedestrian-mall-charlottesville.html
[24] https://boisedev.com/news/2022/05/18/boise-8th-pedestrians/
[25] https://www.kivitv.com/rebound/data-suggests-8th-streets-car-free-zone-boosted-business
[26] https://www.bloomberg.com/news/articles/2021-05-11/the-business-case-for-car-free-streets

Car-Free Sundays in Park City

Sunday, June 14, 2020, was Park City's first Car-Free Sunday or "Pedestrian Days" of the summer. Like many cities during the COVID-19 pandemic, Park City closed 0.89 miles of Main Street to vehicles each Sunday from 11 am to 10 pm to support local restaurants and businesses while ensuring residents and visitors felt safe and could be safely distanced from one another.

Restaurants and businesses were able to expand into the streets while people walked or biked up and down Main Street. Pedestrian zones were marked with signs, barricades, and bollards.[27] Car-Free Sundays ended in in 2023.[23]

Park Silly Market

The Park Silly Sunday Market (PSSM) is a non-profit open-air market on Park City's Main Street since 2006. The City is in process of deciding if it will continue in 2024.[24] The closure of Main Street is a shorter distance than that implemented during Car-Free Sundays.

9.4. Stakeholder Workshop Summary

Event closures of Main Street requires significant coordination between Park City Municipal, Park City Fire, and Park City Police Department. Often, when the Main Street closure is implemented, business owners express frustration with staffing, scheduling, parking, and deliveries.

Stakeholders recommends that, if implemented, the closure should be permanent so that business owners can plan and staff appropriately. Consistency will also help reduce visitor confusion.

Stakeholders remarked that the existing sidewalks on Main Street are currently narrow and not wide enough to accommodate heavy pedestrian traffic. Sidewalks and streetscape would need to be improved.

Local business access and parking must be addressed. Implementation will require outreach to the public and business owners. Transit and active transportation access to the vehicle-free zone would need to be improved.

Stakeholders agreed restricting vehicles would likely provide more economic benefit than congestion benefit.

Stakeholders is open to considering other improvements to improve the pedestrian environment, such as removing parking, widening the sidewalks, and converting Main Street to a one-way street.

Stakeholders suggested that parking revenues could be used to pay for improvements.

[27] https://www.deervalleyrealestate.com/park-city-puts-best-foot-forward-with-car-free-sundays/
[28] https://www.parkrecord.com/news/park-city-pedestrian-days-on-main-street-a-pandemic-era-program-eliminated/
[29] https://townlift.com/2023/08/the-future-of-the-park-silly-sunday-market-returns-to-park-city-council-for-discussion-tonight/

Table 17 – Vehicle-Free Zones Advantages and Disadvantages

ADVANTAGES	DISADVANTAGES
Vehicle-free zones would provide room to improve safety and comfort of pedestrians in the area.	Vehicle-free zones would not have a significant impact on congestion throughout the City; benefits would be very localized.
Vehicle-free zones may increase consumer interest at restaurants on the pedestrian-friendly streets.	Vehicle-free zones would reduce parking availability which may be of concern to adjacent businesses.
Vehicle-free zones enable stores and restaurants are take advantage of the additional outdoor space.	Temporary vehicle-free zones create uncertainty for business owners.

9.5. Potential Impacts Summary

Table 18 summarizes potential impacts associated with the reversible flex lane disruptor.

Table 18 – Vehicle Free Zones Potential Impacts Summary

POTENTIAL ROW IMPACTS	POTENTIAL IMPACTS TO MARGINALIZED COMMUNITIES	POTENTIAL LAND USE IMPACTS	POTENTIAL ENVIRONMENTAL IMPACTS
Concept reduces required right-of-way for vehicles.	Solution improves multimodal conditions for all users, particularly those who walk or bicycle; however, benefits are focused within high-tourism traffic areas.	Concept improves utilization of right-of-way to highest and best use.	Concept encourages reduced utilization of vehicles, which decreases emissions and improves air quality.

Negative *Minor Negative* *Neutral* *Minor Positive* *Positive*

9.6. Stakeholder Committee Recommendation

Stakeholders recommended advancing pedestrian prioritization concepts on Main Street, coupled with improved transportation options to Main Street, replacing on-street parking with more parking in secondary locations, and considerable community and business district engagement.

If implemented, the restrictions should be permanent rather than tied to or associated with special events.

Stakeholders recommends considering additional pedestrian priority zones throughout town, including near the ski resorts and in the Bonanza Park area

Stakeholders recommends vehicle restrictions to include a safety and circulation plan that accommodates those with mobility disabilities, emergency vehicles, and deliveries.

9.7. Recommended Next Steps

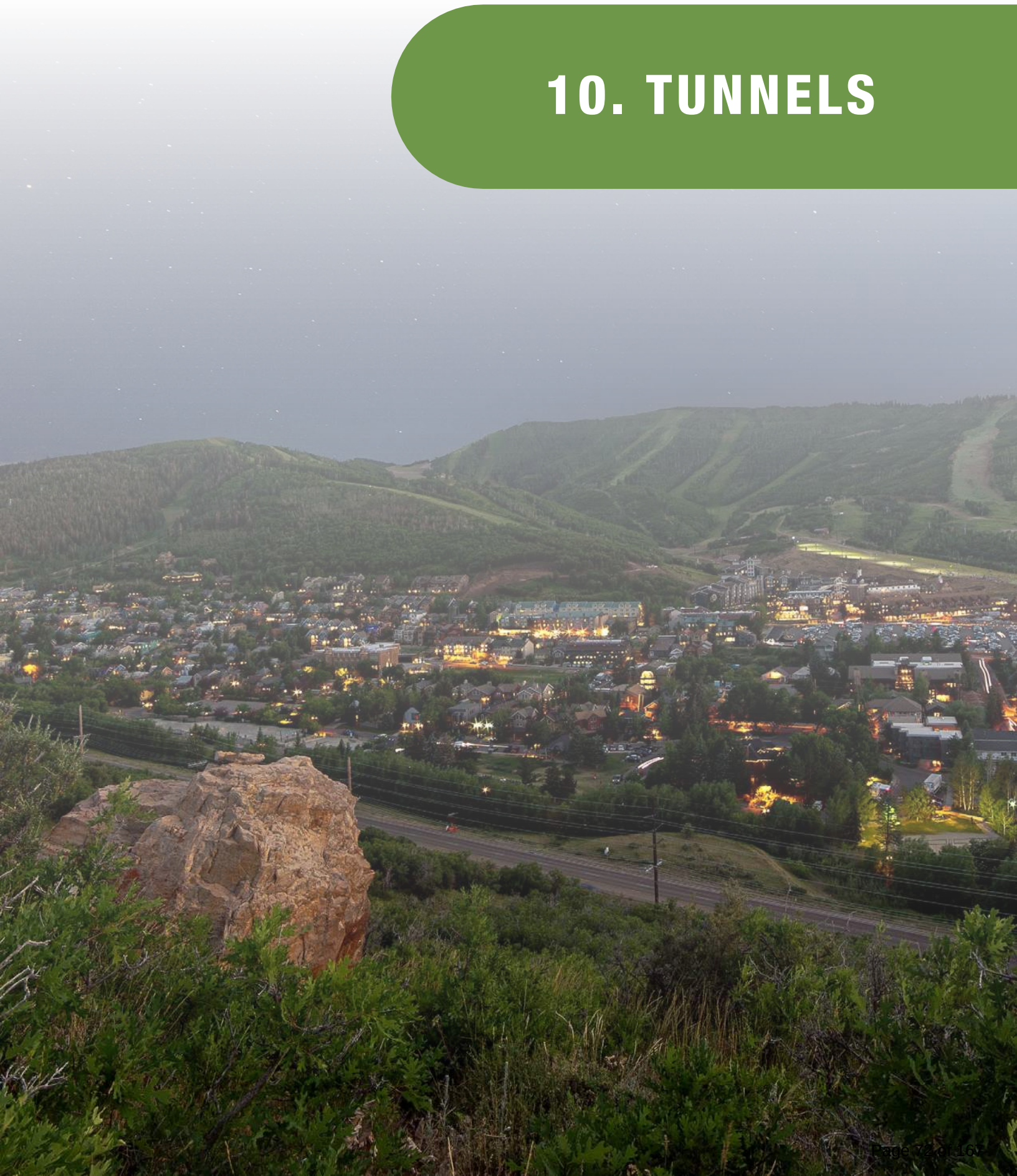
Park City conduct a feasibility and concept study of Main Street as a pedestrian-priority or vehicle-free. The study would consider:

City Council Direction

City Council supports vehicle-free or pedestrian-priority zones as part of broader small area planning and improved transit access. Council expressed concern about impacts to businesses.

- Streets or sections of streets that would be suitable for a pedestrian zone or vehicle-free zone. Consider factors such as pedestrian activity, local businesses, and existing transportation infrastructure. Consider other corridors in addition to Main Street.
- Engage with local businesses, residents, and community organizations, to gather input and address concerns. Hold public meetings or workshops to gather feedback and ensure community buy-in for the proposed pedestrian zone.
- **Traffic Analysis:** Conduct a traffic analysis to assess the impact of closing the street to vehicles. Consider alternative routes, and the potential for increased pedestrian activity. Identify any necessary mitigations or adjustments to nearby roadways.
- **Design and Planning:** Consider elements such as pedestrian walkways, seating areas, landscaping, and lighting. Ensure compliance with Americans with Disabilities Act (ADA) requirements.
- **Temporary Closure or Pilot Program:** Consider a pilot program to evaluate the effectiveness of the pedestrian zone. This allows for adjustments and refinements based on real-world usage and feedback.
- **Communication and Outreach:** Develop a communication and outreach plan to inform the public about the pedestrian zone and its benefits. Use various channels such as websites, social media, signage, and local media to spread the word and ensure public awareness.

10. TUNNELS



10. UNDERGROUND TRANSPORTATION TUNNELS

10.1. Concept

The Boring Company (TBC), known for their work on the Vegas Loop, proposes a network of transportation tunnels to facilitate mobile around Park City. The concept requires deep boring to create underground tunnels with a 12-foot radius. In Las Vegas, TBC operates an underground network of electric vehicles with stations at destinations near the Vegas Convention Center. The privately operated tunnel only allows their vehicles access, thereby bypassing the traffic above ground and providing direct access to their destination. In Park City, the network could connect destinations such as Old Town, Quinn's Junction, Park City Mountain, and Deer Valley Snow Park.

10.2. Background Information

The Boring Company (TBC) manufactured a 12' internal diameter Tunnel Boring Machine (TBM) that can create a tunnel wide enough to accommodate a single vehicle lane. The Boring Company's mission is to construct safe, fast-to-dig, and low-cost public transportation tunnels to eliminate traffic congestion.

Photo: The Boring Company

TBC's first goal is to increase tunneling speed. Prufrock, TBC's third generation Tunnel Boring Machine (TBM) is designed in-house and built in the United States. A typical TBM mines a mile in 8-12 weeks, while Prufrocks's goal is to complete one mile of new tunnel per week. Currently, TBC is able tunnel at a faster pace, approximately one mile per month, than a typical TBM. TBCs second goal is to decrease tunneling costs through vertical integration, standardized tunnel diameters, repurposed dirt, design, and all-electric tunneling equipment. TBC says the industry average cost is $100M+ per mile, while TBC's cost is around $12M-$15M per mile.

In their five-station system in Las Vegas, TBC has demonstrated capacity of 4,400 passengers per hour with a near zero average wait time. During peak times at the Las Vegas Convention Center, they experience a 5-7 minute wait. They have also found that offering express rides (going from stop 1 to stop 5) is more efficient than loading everyone onto a high occupancy vehicle and stopping at stations 2, 3, 4 and 5.

10.3. Stakeholder Workshop Summary

After a presentation from TBC, Stakeholders discussed the feasibility of a tunnel, including if a tunnel could be deep enough to avoid utilities, soil issues, mine shafts, and the ability to bore through mountains notorious for hard rock.

Committee members discussed if a tunnel fits within the environment of Park City, given that an underground tunnel prevents riders from enjoying Park City's views and patronizing local businesses.

Stakeholders expressed concern about funding as the project may not be eligible for the grants that Park City typically receives. TBC proposed funding construction of the tunnels by private investment, and station construction would be funded by owners, either the municipality or private companies. The construction costs of the privately owned and operated tunnels would be recouped through fares or fees priced competitively with taxis and Lyft/Uber.

Fare structure will need to consider compatibility with Park City's "fee-free system". Stakeholders expressed concern with charging fares given Park City's free transit system. Stakeholders expressed concern regarding funding of on-going operations and maintenance.

Stakeholders appreciated the environmental benefits of an all-electric system and the potential to alleviate Park City's traffic issues without ROW expansions.

Stakeholders noted that additional research is required as to how a tunnel could be utilized during off-peak times and for potential other modes of transportation such as freight, active transportation, shuttles, etc.

Stakeholders discussed that that additional capture lots on the perimeter of the town are needed coupled with the construction of above-ground or underground stations.

Stakeholders was excited about the concept, noting that express routes, especially those that deviate from the above-ground ROW, may be more time-efficient than buses.

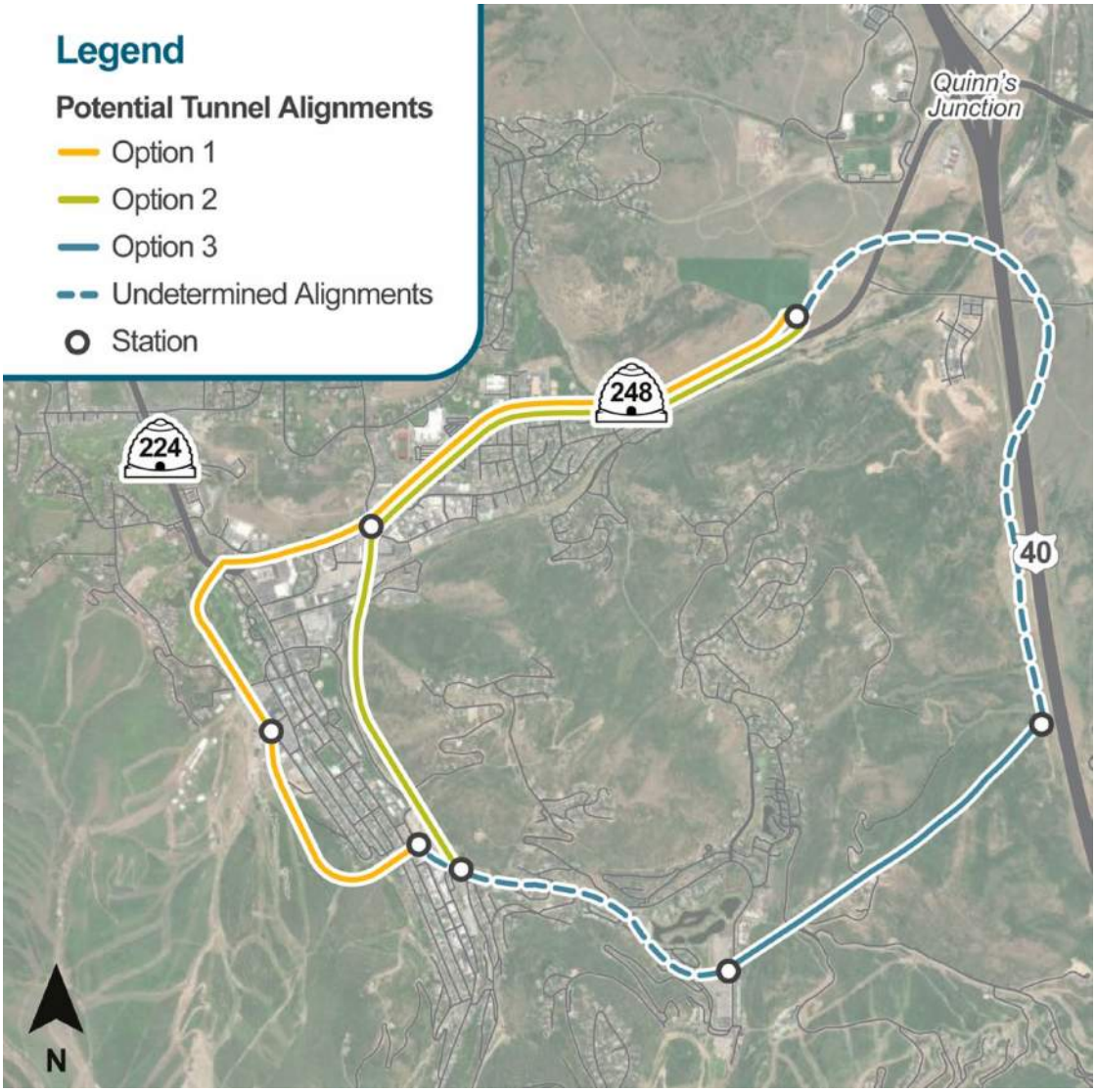
Stakeholders recommends that Park City staff meet with the City of Las Vegas staff to discuss different constraints and lessons learned from their current project.

Figure 9 shows potential tunnel alignments from The Boring Company for Park City.

Table 19 – Vehicle-Free Zones Advantages and Disadvantages

ADVANTAGES	DISADVANTAGES
Network has the potential to reduce congestion without requiring ROW expansion or introducing conflicts with existing transportation system.	Uncertainty if a tunnel could avoid utilities, soil issues, and mine shafts, and go through mountain rock.
Routes could be designed to be shorter than above-ground routes.	Market analysis required to determine potential use of the tunnel and benefits outside of peak seasons.
Underground tunnels may provide a transportation alternative for commuters.	Size of the tunnels does not accommodate all types of vehicles, including buses and semi-trucks.
	System will provide relatively low-capacity with vehicles restricted to three passengers.
	System would serve a relatively small percentage of the community.

Figure 9 – Potential Tunnel Alignments for Park City from The Boring Company



10.4. Potential Impacts Summary

Table 20 summarizes potential impacts associated with the tunnel disruptor.

Table 20 – Tunnels Potential Impacts Summary

POTENTIAL ROW IMPACTS	POTENTIAL IMPACTS TO MARGINALIZED COMMUNITIES	POTENTIAL LAND USE IMPACTS	POTENTIAL ENVIRONMENTAL IMPACTS
Alignments are away from existing ROW or roadways; concept introduces uncertainty as to ownership of underground right-of-way.	Cost of ridership is likely to be above affordable costs for disadvantaged communities.	Concept introduces new entry points to the region; may catalyze higher-density development at nodes.	Concept requires underground boring, introducing significant knowns

Negative *Minor Negative* *Neutral* *Minor Positive* *Positive*

10.5. Stakeholder Committee Recommendation

Stakeholders recommend advancing conversations with TBC, or other providers, to conduct a feasibility study regarding tunnels in mountain terrain with a mining history. Ideally, TBC or another provider would fund the study. Stakeholders recommended exploration of funding strategies and noted that TBC is not the only company constructing similar tunnels.

Stakeholders emphasized that any tunnel concept should include the ability to move significant users during peak seasons and special events, displace parking to areas outside of downtown and at the resorts, and open new access points into the City. Other uses could be explored during off-peak times.

10.6. Recommended Next Steps

Park City to request that TBC or another provider conduct a feasibility study to consider alignment, geotechnical, hydrology, structural, environmental, and financial considerations. The study should include:

City Council Direction

City Council does not support the use of public funds to advance tunnels. Any future study should be funded by proposing party.

- **Market Analysis:** Assess existing and projected demand and utilization. This includes analyzing population demographics, travel patterns, commuting behavior, tourism trends, and projected growth in the region.
- **Route Analysis and Conceptual Design:** Plan a conceptual design that identifies potential alignments, depth, diameter, and entrance/exit points. Consider factors such as geothermal, terrain, mining history, land acquisition, and potential impacts on surrounding properties and the environment.
- **Existing Transportation Networks Evaluation:** Consider factors such as integration with existing transportation infrastructure, potential to reduce traffic, impact to transit ridership, and equitable access.
- **Financing:** The unique proposal from TBC is atypical to the projects Park City typically pursues. Consider financial strategies and funding options including public-private partnerships, as well as equitable fare-structures.

Park City staff should meet with other locations that have similar systems, including the City of Las Vegas, to discuss advantages, disadvantages, and lessons learned from the concept.

11. RECOMMENDATIONS SUMMARY

11. RECOMMENDATIONS SUMMARY

Table 21 summarizes Stakeholder Committee workshops and Committee recommendations for each topic area. The topic areas are represented visually in **Figure 13**.

Table 21 – Emerging Disruptors Summary

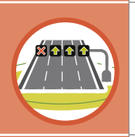
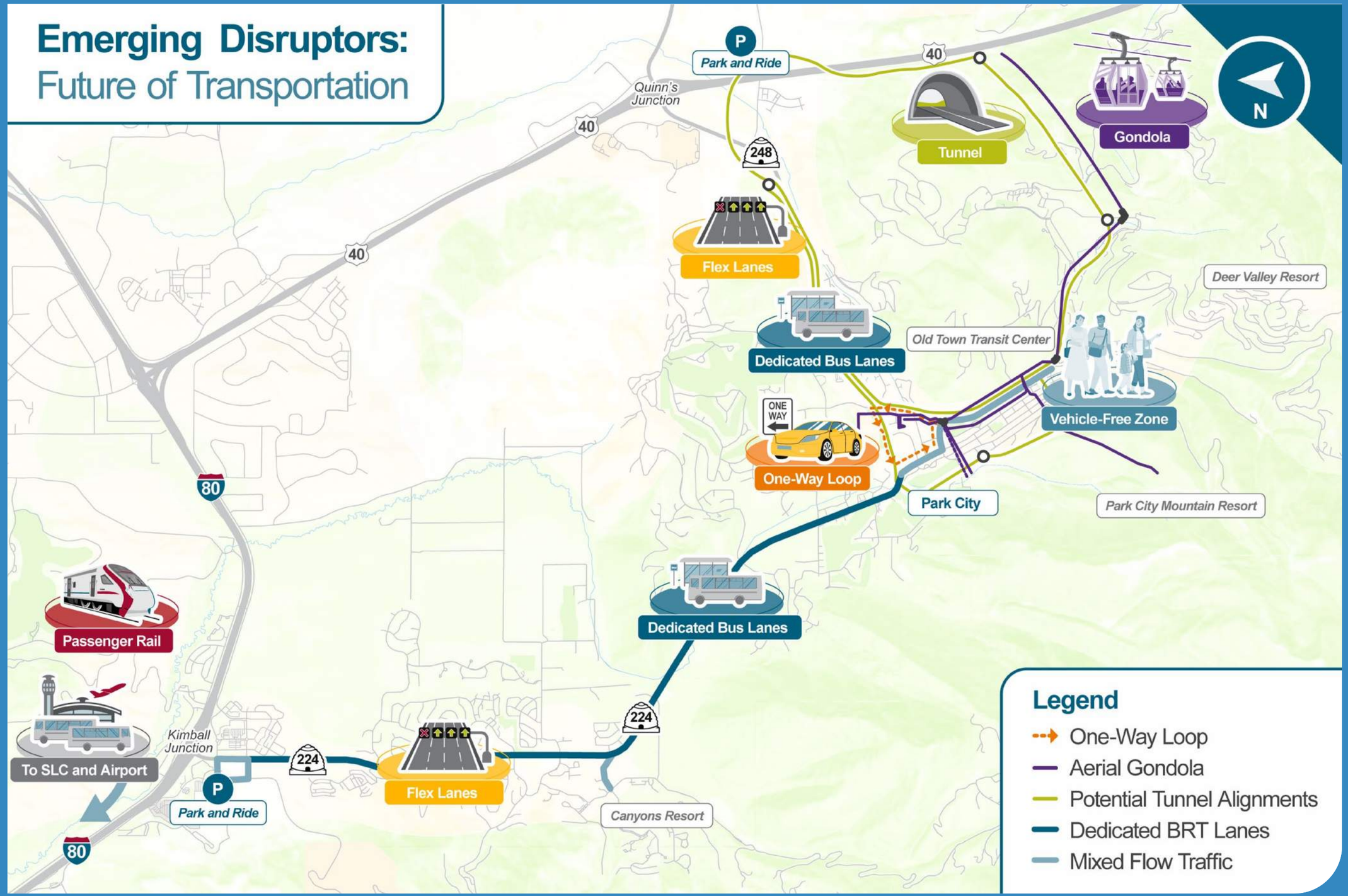
DISRUPTOR	RECOMMENDATION	COST	CHALLENGES	COUNCIL FEEDBACK	NEXT STEPS
PRIORITY TOPICS					
SLC AIRPORT CONNECTION 	**Support** advancing a high-capacity shuttle from the SLC Airport to Park City by engaging with stakeholders and identifying partnerships to implement this low-cost investment that would benefit multiple stakeholders	$	» Strategic partner support » First/last mile connections » Logistics	» Support to advance this topic as quickly as possible	Park City-led effort to engage stakeholders - SLC International Airport, resorts, hotels, airline providers, Chamber of Commerce, Regional Convening working group to gauge interest
AERIAL GONDOLA 	**Support** if efficient alignments directly connect major nodes outside of existing transportation corridors, are competitive with automobile travel times, and minimize impacts on existing structures, including homes.	$$$	» Cost » ROW acquisition » Environmental considerations	» Recognition that this is a significant project with several challenges to overcome, but future study may be warranted	Park City-led review of potential locations and routes, logical termini and ridership demand evaluation
UNDERGROUND TRANSPORTATION TUNNELS 	**Support** advancing conversations with TBC, or other providers, to conduct a feasibility study	$$$	» Cost/Funding » Efficiency/effectiveness » Feasibility	» No public funds should be used to advance this topic.	Private company-initiated feasibility study: geotechnical, environmental, alignment. The Boring Company or another entity would provide these studies. Park City staff to meet with other locations to learn more about successes and challenges.
COORDINATION WITH REGIONAL PARTNERS					
DEDICATED BUS LANES 	**Support** if feasible without significant right-of-way expansion, and if accomplished within existing travel lanes and shoulders.	$$	» ROW acquisition » Roadway expansion	» Identify incentives and disincentives to move more people via transit	Engage regional partners to explore opportunities to repurpose travel lanes to transit-only lanes
REVERSIBLE FLEX LANES 	**Support** if includes transit improvements, demonstrates increased capacity, and does not require roadway expansion or new ROW.	$$	» Extensive community outreach and education (residents, visitors, and business owners)	» Supports advancing and further study; explore possibility of dedicated transit lane	Engage regional partners (UDOT) to conduct feasibility study of potential corridor(s)
PASSENGER RAIL 	**Support** advancing conversations with regional partners to bring regional rail to the perimeter of Park City to integrate with Park City's transit network. Rail is not supported internal to Park City.	$$$	» Cost » ROW acquisition » Environmental considerations » Regional support	» Interest in context-sensitive applications of rail	Support coordinated regional efforts to evaluate interest, conduct preliminary screening analysis (logical termini and ridership evaluation)
LOWER TRANSPORTATION PRIORITY					
VEHICLE-FREE ZONES 	**Support** advancing pedestrian prioritization concepts on Main Street, coupled with improved transportation options to Main Street, replacing on-street parking with more parking in secondary locations, and considerable community and business district engagement	$	» Do not tie to events » Deliveries and emergency management access » Public education and outreach campaign (residents and business owners)	» Support to study concept concurrent with small area plans and enhanced transportation connections	Support Park City departments to conduct feasibility and concept study of Main Street; determine infrastructure changes needed; Consider additional pedestrian priority zones throughout town, including near the ski resorts and in the Bonanza Park area.
ONE-WAY LOOP 	**Do not support** as benefits would not be compelling enough to warrant year-round implementation.	$	» Significant public education campaign (residents and business owners) » UDOT coordination » Roadway expansion	» Concern about need to widen SR-248 in order to achieve full benefits	Consider incorporating elements during winter temporary operations; explore potential for smaller loops in Old Town.

Figure 10 – Emerging Disruptors Summary



APPENDIX

Stakeholder Workshop Notes

Workshop #1 Dedicated Bus Lanes/Transit ways

Date Held: Thursday, July 20, 2023

***Attendees*:**

- Hannah Pack, Park City Planning
- Sarah Pearce, Deputy Park City Manager
- Alex Roy, Park City Planning
- Anna Maki, Park City Planning
- Caroline Rodriguez, Stakeholder Committee
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Tarra McDonald, Stakeholder Committee
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Peter Tomai, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Casey Christ, Stakeholder Committee
- Henry Sigg, Stakeholder Committee
- Christine Hesse, Stakeholder Committee
- Victoria Schlaepfer, Stakeholder Committee

What are the challenges that a BRT extension seeks to improve?

- Targeting the right constituencies and making sure that it is efficient and benefits multiple user groups, not just the workforce users or visitors.
- Reducing friction on the roads, and potentially lowering VMT and decreasing road density.
- Transferring tourists from roadway travel into Park City, which is only adequate if there is parking off the freeway.
    - Capture lots are needed to broaden ridership.
    - BRT needs to bypass traffic to be effective and reduce travel time.

Who does the BRT extension primarily benefit?

- The BRT would need to benefit more than just workforce commuters coming in and out of Park City.

- Would need to benefit visitors, residents, and workforce.

Is Bus Rapid Transit "sufficiently disruptive" to provide a mobility benefit to Park City residents and visitors?

- Is sufficient if it disrupts local streets
- Needs to reduce friction and decrease road density (e.g., get people out of their SOV's).
- Need to understand the resiliency of ridership.
    - Market to those who are already in the city, those who are trying to get into the city, and those trying to leave the city.
    - Must understand the points of friction during the journey of being in, getting in, and getting out.
- As a user, what would make you use the BRT?
    - High frequency. Bus every 10 minutes?
    - Parking options
        - Easy access to the park and ride locations
    - Keep transit stops short
    - If we had clear capture areas that were areas of interest (people are there anyway)
    - Needs to be efficient
    - Cost and time are big motivators
- Delivering "at the door" is key and an attractor for a lot of people
    - When considering travel time savings, we need to evaluate the entire trip (door to door) instead of just vehicle travel time. Parking and getting to the resort destination (or park and ride lot, commercial destinations, etc.) can take significant time if the drop off location is a distance away.

Recognizing that a BRT system is planned to extend to Old Town Transit Center, what is the appetite to extend the BRT to directly serve PCMR and Deer Valley?

- Travel time appears low for the Deer Valley segment.
- One potential route could be from Gordo, a dedicated bus lane with no or few stops to Deer Valley.

Is there support for roadway widening for the BRT extension (add a lane to the existing roadway)?

- No, the stakeholder committee does not support widening the road to accommodate the BRT extension.
- Stakeholder committee would like to see existing travel lanes repurposed for BRT or dedicated transit, if needed.

What is the appetite for a separate dedicated high-occupancy vehicle (HOV) lane, in addition to

the transit-only lane?

- The stakeholder committee is okay with HOV so long as it is HOV 3+ (4+ is preferred).
- City needs to be diligent in monitoring equity.
- Regarding bus on shoulder allowance, instead of a lane:
    - There are difficulties with merging/diverging into travel lanes and getting into/out of mixed-flow. Also, an operational challenge with snow. (Currently, UDOT has the responsibility to plow shoulders, but they are last on the priority list.
    - Also, a lot of driver error with vehicles pulling into the shoulder.
- If there is no alternative to driving, then this is inequitable.
- HOV requires a high level of enforcement. Need commitment from City and enforcing agencies.

Is this something that we want to advocate is further considered by Park City?

- There is stakeholder committee support for dedicated transit lanes without intrusive infrastructure changes such as widening or major curb or median improvements.
    a. No appetite for this type of improvement if significant ROW acquisition is required.
- Best case scenario: repurpose and existing lane and make it transit (or HOV) only.
- Consider transit only during peak times/congested times.
- Stakeholder committee feels this could be pursued further but stopping at significant infrastructure or ROW requirements. Also, may be beneficial to get the currently planned BRT operational before planning an extension.

Workshop #2 - Dedicated Bus Lanes/Transit ways/HOV Lanes

Date Held: Thursday, July 27, 2023

***Attendees*:**

- Hannah Pack, Park City Planning
- Sarah Pearce, Deputy Park City Manager
- Alex Roy, Park City Planning
- Anna Maki, Park City Planning
- Gabe Shields, Park City Engineering
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Peter Tomai, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Casey Christ, Stakeholder Committee

Christine Hesse, Stakeholder Committee

What transportation problems in Park City would a One-Way Loop solve?

- Discussion on the benefit of eliminating traffic signals. While the loop does not necessarily eliminate traffic signals, it does simplify the traffic signal phasing required at some locations (less movements that need signalization). Traffic signal timings would change at the existing traffic signals.
- Noted that Kearns Boulevard and Park Avenue (SR 224) intersection often experiences high delay and long-queues.
- With a one-way loop, is there potential for a roundabout at the Deer Valley Drive and Park Avenue intersection?
- If this helps with peak traffic, can it be seasonal? Temporary? Only during certain times of day?
    - Depends on whether physical improvements (adding/removing median, etc.) are included.
    - Would a one-way loop only be beneficial for a month or 3 months of the year?

Who does the One-Way Loop primarily benefit?

- The loop potentially does not benefit businesses and particularly business access along Kearns Boulevard.

- The impacts are felt more by locals. Benefits likely to visitors (decreasing time and congestion into/out of downtown).

Are the trade-offs worth it? Refer to Pros/Cons list below.

- A potential con discussed included travel time, particularly for resorts. Will resorts still support taking guests outside of Main Street if you force them to take a longer route? If they discontinue or decrease the shuttle timing, then the number of rideshares would increase, opposite the goal of reducing congestion and vehicles on the roadway.
- It is likely that locals will learn cut-throughs and "shortcuts." Iron Horse Drive is set up to be a potential cut-through to bypass the loop.
- Safety is a considerable pro. Discussion on the left-turns into/leaving the Fresh Market area on SR 224.
- A con discussed was the potential increased travel time to the hospital, particularly for those who live north of Kearns Boulevard.
- Increased travel time. For those living in Park City and want access to Fresh Market, they would have to traverse most of the loop to get there.
- A potential con to consider – business accesses inside the loop. If the traffic signals are less disruptive and are providing fewer (or shorter) gaps, how bad will the internal accesses get delayed from those trying to leave and join the loop?
- Discussion on this disruptor and the fact it may increase the vehicle miles travelled (VMT) in the area.
- Discussed the potential pro of having one of the lanes of the loop a dedicate bus or transit lane. This is a possibility.

Pros	Cons
• Provides for dedicated transit/BRT lane for most of the loop (Deer Valley Drive/SR 224 would be general purpose/transit lane).	• 2nd eastbound lane on SR 248 required
• Improvement of vehicle Level of Service (LOS) at congested intersections	• Increased travel time (Vehicle Miles Traveled) for cars.
• Improves safety at un-signalized intersections by reducing cross-traffic movements (Snow Creek/Holiday Village)	• Addresses a seasonal condition in Winter vs. greater impacts on typical Summer/off-season travel times.
• Improves PM travel times from PCMR & Deer Valley resorts to SR 248	• Impacts Business/Residential due to changes in access patterns.
	• One-way streets may correlate with higher speeds and decreased levels of driver attention. Pedestrians prefer crossing two-way streets since drivers tend to travel more slowly on them, and vehicular conflicts are more predictable

	• Two-way streets are less confusing for downtown visitors than one-way streets. Visitors driving in a two-way network can approach their destination from either direction.

Is there Stakeholder Committee interest and support to:

a. **Increase capacity on SR 248 east of Bonanza Dr**.
b. Acquire SR 248 from UDOT/nullify the 2019 Council resolution for widening
c. Further investigate a One-Way Loop
- Noted, the previous study by PC did not consider land use changes.
  - Previous study recorded a letter grade LOS improvement in future conditions. Improvements recorded in 2050, less so in the existing and near-term.
- The group acknowledged the density of the uses inside the loop would change.
- A small area plan is currently underway in the area.
- Consensus that more items need to be studied further (land use changes, internal cut-through, business access, how many people affected, how many people experience more/less delay, impacts to other streets by rerouted traffic, etc.)
- What intersection improvements would be required to create the one-way loop? Option to include roundabouts?
- Would like to put up a pilot test run

Is a One-Way Loop "sufficiently" disruptive to provide a mobility benefit to residents and visitors?

- The loop has the potential to change travel patterns. Specifically looking at the larger picture.
  - People leaving PCMR and wanting to get back to Kimball Junction. If they can use SR 248 and the flyovers at US 40 and I-80, do they now re-route that way instead of SR 224 back to Kimball Junction?
- The concept of the one-way loop may not fall into the disruptive technology category since it does not eliminate vehicles from the roadway, and it does not require new or a large amount of technology to implement.
  - However, this may be a concept that could be more easily implementable and not take years to plan, design, and implement – particularly a pop-up pilot test.
- The Stakeholder Committee wants to run a pilot or a test of this concept without a huge capital expense. Potentially try a 10-day or two-week long test run to see how it is received and what could be learned.
  - Evaluate pre-and post-analyses to get an idea of how this concept works in the actual setting.

- How Park City communicates this to the community needs to be strategic because they are likely to be upset and have questions. To run a concept there will need to be education, advertisement, marketing, etc.
- Other considerations
  - Must coordinate closely with UDOT. Will they allow a pilot? And for how long?
  - Without capital investment it would be restriping, temporary signage and cones, officer control, etc.
- Stakeholder committee likes the pilot program, needs to try it out.
- Stakeholder committee is willing to try something within reach. Note, we only have one shot, so it needs to be planned and set up well.
- Stakeholder committee all for a pilot program with minimal capital investment. Do it for an identified period and set expectations for the community.
- Stakeholder committee likes a pilot program. Does not recommend trying this over holidays.
- Stakeholder committee likes the concept, is efficient and moves vehicles. However, five-lanes in one direction is troublesome from a safety standpoint.
- Will have internal meetings to understand the reality of pulling off a pilot program.

Workshop # 3 Aerial Gondola

Date Held: Thursday, August 21, 2023

***Attendees*:**

- Hannah Pack, Park City Planning
- Sarah Pearce, Deputy Park City Manager
- Alex Roy, Park City Planning
- Caroline Rodriguez, Summit County
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Chris Cushing, SE Group
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Casey Christ, Stakeholder Committee
- Henry Sigg, Stakeholder Committee
- Victoria Schlaepfer, Stakeholder Committee

Gondola Potential and Placement:

- Longer gondola rides during non-congested times.
- Desire to eliminate, rather than shift, traffic.
- Consideration of a public/private partnership for a gondola route from Kimball Junction to Deer Valley to ease visitor traffic.
- Comparisons to European gondolas for directional flexibility. Certain gondolas in Europe transition you from cable to cable and you can go different directions.
- Exploration of potential routes, such as Old Town to Deer Valley, Kimball to Canyons, and crossings over mountains in the area so the alignment is not following an existing road.
- Gondola MUST bypass other forms of ROW. Like going up and over the mountain and going straight to the destination.
- Consideration of ride times and willingness to use gondolas for longer durations.
- Common practice of over-designing for capacity expansion later.
- Challenges of designing capacity, considering cabins, towers, etc.
- Need for capture lots and catchment while reducing parking in town.
- Gondola could decrease traffic on 224 by going over the mountain, there are also very few homes in that area.
- Group discussed gondola following a road would be less impactful vs there being no other way to get there so you need to take the gondola. The gondola must efficient enough and easy enough to get people off the road and out of their cars.

Gondola Logistics and Challenges:

- Challenges of gondola placement in populated areas due to space requirements.
- Corridor dimensions and angle stations for bends.
- Being in a populated area makes it hard for a Gondola, no building can be within 35ft of a residence without a variance.
- Corridor of the gondola is 40ft wide and needs a lot of space.
- Importance of having multiple loading points for guests.
- Debate on gondola impact on following roads and traffic displacement.
- Gondola to activate different access points and spaces on either end of the gondola.
- Expansion of access points to make trips as short as possible.
- Challenges related to building setbacks, corridor width, and angle stations.
- Possibility of resorts having multiple loading points for gondola access.
- Town is going to get more affluent, gondolas are sexy, try to meet expectations of those people.

Gondola as Part of Transit Strategy:

- Highlighting the value of multi-usage gondola systems for reducing pollution.

- Balancing the desire of resorts for visitors with the need for "capture lots" to facilitate gondola access.
- Emphasis on integrating gondola within a larger transit network and creating multiple access points.
- Gondola would not get people out of their cars; demand falls when there is no reason to use it (when cars are a faster option).
- Discussion around the value of a gondola with younger generations in mind. Is a gondola considering the needs/wants of future generations? Are we being forward thinking enough when considering this?
- If gondola is going to be slow, the value proposition is less to younger and future generations.
- Challenges of maintaining demand for gondola rides.
- Need for attractive destinations/nodes for gondola start/end stations.

Gondola and Funding:

- Discussion about challenges associated with public funding for gondola projects.
- Consideration of whether investment in gondolas for in-town travel is effective, given that town traffic is not the main issue.

Gondola as Component of Larger Transit Ecosystem:

- Need for a multi-modal transit transition, where gondolas are part of a larger interconnected system.
- Importance of having "capture lots" to make gondola travel feel like a destination.
- Potential ideas for enhancing certain areas like Richardson Flats.
- Gondolas as part of a distributed transit system from park and ride locations to resorts.
- Gondola's role in inter-town traffic reduction through capture points.

Geographic Constraints and Solutions:

- Debating whether Park City is significantly geographically constrained and how gondolas could provide solutions.
- Park City is not as geographically constrained as places like Telluride where a gondola makes sense.
- A gondola as the main transportation in and out of town is not the preferred choice. But if we can work in gondolas with the rest of the transportation system then the stakeholder group would consider this as a disruptive way to enhance Park City's transportation network.

Workshop # 4 Passenger Rail

Date Held: Wednesday, August 30, 2023

***Attendees*:**

- Hannah Pack, Park City Planning
- Alex Roy, Park City Planning
- Caroline Rodriguez, Stakeholder Committee
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Tara Macdonold, Stakeholder Committee
- Peter Tomai, Stakeholder Committee
- Anna Maki, Park City Planning
- Jeresun Atkin, University of Utah Student
- Liz Scanlon, Kimley-Horn
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Casey Christ, Stakeholder Committee
- Henry Sigg, Stakeholder Committee
- Victoria Schlaepfer, Stakeholder Committee

Rail Impact and Configuration

- Rail is more expensive and disturbs more land/ground.
- Consideration of elevated rail vs. ground rail and its impact on land acquisition.
- Operations and maintenance differences between rail and BRT (Bus Rapid Transit).

Differentiating Factors in Rail

- Differences between which type of rail should go where is getting too semantic
- Recognition of differences between public and private passenger rails.

Alternatives and Feasibility

- Discussion of train solutions on a macro scale, potential limitations beyond Quinn's or Kimball Junction, and the idea of a tram.
- Emphasis on the need for a transportation network beyond cars, including light rail, but concerns about price and seamless connections.

- Consideration of public-private partnerships to achieve transportation goals.

Land Use Authority and Transition

- Discussion of land use authority within a 1/3 mile transit zone and its implications.
- Exploration of long-distance solutions outside of PC.
- Lack of support for rail within city limits, and the possibility of transitioning from rail to BRT or light rail.
- Consideration of practicality and alternative solutions like BRT when multiple stops lead to urbanization.
- Debate over the scale of urbanization in the community and the role of capture lots without land use authority.

Economic Viability and Regional Perspective:

- Skepticism about economic viability and concerns about pushing traffic to the boundary if kept local.
- Rail has historically not been a reactionary design mode, been a facilitator for the growth of cities
    - Move people efficiently, drives business and economics
    - If there is resistance to growth, rail is the last thing we should be looking at
    - Makes things efficient
- Advocacy for a regional transportation plan over a local one.
- Historical perspective on rail as a facilitator for city growth and efficiency.
- The role of rail in fostering infrastructure growth and its advantages in navigating the city.
- Consideration of the city's goals, future generations, and land use decisions in the face of expected growth.
- If the idea is to help build and foster infrastructure in Park City, then this is the FIRST thing we should be doing to help foster a growing city
- The ability to navigate in and out of the city is advantageous.
- What is the goal of the city?
    - Future generations are who is going to be using this
    - That is who this will impact
    - Must be prepared with the land use decisions that come with that
    - Growth is COMING, so why not plan for it properly?
    - Can we do buses now with an eye towards rail in the future?

Final Discussions

- This is outside of Park City’s control
- The stakeholder group likes rail within Park City so long as it is also regional, otherwise it does not make a ton of sense.
- Long term, speed is going to equal accessibility and efficiency

- If Olympic funds are used, stakeholder support Park City should investment
- Modes can be scaled. New technologies could help.
- Rail as a standalone is impractical and the stakeholder committee does not support that
- The stakeholder committee feels that if a rail line is regional then it could benefit Park City, but if it is just internal to Park City, there is not support
- The stakeholder committee would support a bigger/higher capacity train on the perimeter of the metro area and a smaller train within the metro area for connectivity purposes.

Workshop #5 Salt Lake City Airport Connection

Date Held: Wednesday, September 6, 2023

***Attendees*:**

- Hannah Pack, Park City Planning
- Alex Roy, Park City Planning
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Andrew Scanlon, Kimley-Horn
- Tara Macdonold, Stakeholder Committee
- Peter Tomai, Stakeholder Committee
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Scott Burningham, Transit Director
- Carl Miller, Summit County Transportation Director
- Casey Christ, Stakeholder Committee
- Henry Sigg, Stakeholder Committee
- Victoria Schlaepfer, Stakeholder Committee

- We need nonstop transportation from the airport to PC
    - Epic airport shuttle does point to point drop-offs
    - People who are not familiar need to have a comfortable ride and making it easier for them to understand
- We need to make transportation as seamless as possible so there are not cars in Park City
- Incentivizing people from out of town to take other modes of transportation
- Solving friction for people coming into town

    - Shuttle buses need to come down to the transit centers to pick up people who are taking transit to/from the airport
    - Connectivity between resorts is imperative
  - Make it hotels responsibility to take tourists where they want to go, resort to resort
- High traffic patterns are coming from the airport
  - Get people to a distribution center in PC
  - Then replace last mile with a shuttle
  - Locals and tourists benefit from this
- Caveat to drop off at Kimball junction is for residents you need parking vouchers to stay long term
- There are potential capacity issues for the final mile; Suburban's are not the vehicles that should be serving the last mile
- Majority of low occupancy vehicles are locals and regionals
- Other shuttle services (current services) are expensive, but they are reliable
- "Maybe isn't worth the investment because people are going to get here how they want to get here.;" perhaps this is not an effective transportation solution?
- Getting higher occupancy vehicles will benefit environmentally
- Skiing is already expensive, so having an equitable and economic way to get here can be valuable
- Might set Park City apart from other ski resorts
- There are interesting financing models about how to fund this and make it drive utilization
- Go to constituents, there are a lot of stakeholders that could be involved to make this a viable option
- TSA systems over complicates things, we do not need to have the perfect service first try with this… we just need something in place that is better then what is currently available… which is not much.
- The idea of self-tagging bags could be of interest
  - Alaska Airlines has been self-tagging bags for a long time
  - Could have shuttle off load it that way the person does not have to deal with bag check-ins, etc.
- If at the transit center there are delta agents to check your bag, they would just take the bags off at the airport and you would not touch them again
- Delta has a handful of areas they are willing to partner with
- Anything delta can do to stand out they are willing to do
- Delta is struggling to take in bags and store them
- If there were enough support in the community to have free transport that would be game changing, it would incentivize people to take transit
- What is the role of the ski resorts?
  - They are not struggling for people… so what incentive would they have to be a part of this?

    - Vail would like to expand their epic mountain express program; currently is in Colorado only
    - They would welcome the opportunity to work with Park City and expand their program
- "The city and hotels and everyone involved could be working together instead of the city doing an hourly bus for XXX amount of dollars?"
    - Hotels are only a portion of our visitors, so it would not be as effective
    - There are people that do not stay at hotels
    - Marketing tool is to sell park city
    - Need to make this as frictionless as possible
    - Maybe get the chamber involved?
    - In line with the Environmental Bureau tourist plan
- If hotels are going to be a part of this, we need to have representatives of the hotels be a part of this conversation
    - They are critical to support this
    - If people feel like they cannot get around it will ruin retail and the way people perceive this town

- Note: hotel shuttles currently do not go to the airport

Final Discussions

- This is doable
- The investment to make this work is not significant
- This is a win-win for all parties and participants involved
- If we figure out a location for a park and ride this could be successful
- Overnight parking is important
- Capture area needs to be large
- Just because we may not have the parking figured out, does not mean we should stop moving forward with this idea.
- This would be sufficiently disruptive; would this have an impact on reducing traffic?
    - YES
- Committee wants to recommend this idea to city council

Bounds and guidance of the stakeholder committee:

- Must include strategic partners, cannot dump on the users for them to figure out
- They have ability to fund
- Need to have last mile transport
- Challenge is knowing when people are going to show up
- Make it not random
- Low hanging fruit
    - Marketing
    - Outreach to the airports

- Could start an important behavior change
- You want a predictable schedule; frequency may adjust for the congregation of flights coming in at that time
- Minimum level of service, but enhance when you know there are lot of people
- This has legs, we should pursue it
- Even at the highest cost estimate, it is not a huge bar to set

Workshop #6 Arterial Reversible Flex Lanes

Date Held: Tuesday, September 12, 2023

***Attendees*:**

- Hannah Pack, Park City Planning
- Alex Roy, Park City Planning
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Emily Moser, Kimley-Horn
- Tara Macdonold, Stakeholder Committee
- John Robertson, City Engineer
- Peter Tomai, Stakeholder Committee
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Casey Christ, Stakeholder Committee
- Sarah Pearce, Deputy City Manager

Do we do physical barriers, or signage to guide the reverse lanes?

- Snow and ice would not work well for the zipper machine that other cities use
- Do not want to replicate what they did in Taylorsville, it is not aesthetically pleasing

What push back do we tend to see with reverse lanes?

- Side street considerations
- Making sure people know where to turn
- Do people understand it well?
- Are these in sections where there are the same day to day travelers?
- Could be confusing for tourists, might need explanatory signs and education around how to use them

- Overall potential confusion, and how to mitigate without over signing and cluttering

If we did flex lane on SR 248, where do they go when they get to 248-40?

- Gets clogged
- Could be another receiving lane
- There is certainly a congestion point when you go from more lanes to less
- A lot more issues when you have side streets trying to join the mainline.
- City may have to eliminate lefts, and create more U-turns which will push more traffic internal to the neighborhoods

Highways are successful because there are no entry and exit points

- Left turns would be hard, unless signalized
- Potentially eliminate lefts at Comstock St.
- City is already talking about not allowing left turns on Sidewinder St
- All these considerations might push a lot of U-Turns on 248

We are considering reversible lanes in an area where there would not be 4 lanes…

- Bonanza to Richardson Flat
- Or Comstock to Richardson Flat
- If there was another lane added at Kearns and Sidewinder, that could help the reverse flex lane appeal

Could this be a daily peak hours arrangement?

- Yes, in the wintertime especially during school
- Let people get used to it

Does the stakeholder committee see reverse flex lanes on 224?

- Does get backed up on ski days, but nowhere close to like 248
- Already has 2 lanes into Kearns
- BRT is also going on there
- Great until you get to Park and Kearns
- Only place that could make sense is from Canyons to the freeway
- Lots of avoiding getting on and off at Kimball by going extra miles through neighborhoods and around Kimball junction
- People avoid exiting Kimball Junction and will use Old Ranch Road to cut off SR 224
- From Canyons to freeway would be GREAT for reverse flex lanes
- UDOT has plans to lower SR 224 and have cross streets overpass (grade separated)

Potential flex lanes on Deer Valley Drive

- Potentially do it on Bonanza as well

- City wants a transit flex lane on Deer Valley Dr

What are some tradeoffs? Appetite in community for this?

- The state routes would require state design.
- Those outside the community may benefit though
- Does the community benefit? Meh, not really?
  - If we can flush visitors off roadways in more efficient manners, then it benefits the community
- Might make morning commutes easier
- We might end up creating choke points
  - Roads are narrow and limited
  - Could work with UDOT to change signal times…

How much ability does PC have to deal with Mayflower projects?

- We cannot incentivize Mayflower because its outside of the city jurisdiction
- Because Mayflower has their own parking, they do not think it will affect Deer Valley parking

Are the benefits of this worth exploring more? Or are there too many weird externalities?

- Managing visual impacts will be challenging
- Could be an everyday peak hour situation
- Least expensive
- Could recommend we model it and recommend this only works if all transportation ideas could work together
- Take it from Deer Valley roundabout to Bonanza which would help buses and transit get in/out of transit center
- Reality is there will be more cars on the road
- In America, cars represent freedom, and our systems are built around cars currently
- This could make transit safer and work better
- Make the most use out of the space we have
- The way we frame it to community… better utilization of asphalt we already have
- There IS merit in trying to figure out how to use the pavement better, flex lanes could solve a lot of issues with limited infrastructural changes
- If this was recommended, we need to collaborate with community about ingress onto 248
- Alleviate through longer traffic signal phases or come out at Comstock?
- For people turning left who work at hospital or getting to SLC will be getting better
- Bottleneck is still a concern -- could happen at the roundabout on Deer Valley Dr
- Bringing 3 lanes into the single lane roundabout at Deer Valley will be a congestion pinch point. You get people in there fast, but that will be trouble.
- Ingress will be a mess during peak ski time, but could help egress
- Having additional capacity north of roundabout could help flush capacity

- Once Snowpark starts construction it will create tons of bottleneck

Final Discussion

- Model it and see if it works. Cannot just be reversible on 248, need the dual lefts at the interchange as well. From Bonanza (or even Deer Valley roundabout) all the way to Richardson Flat. Some 224 and 248. (not supported if traffic from PCMR is forced to turn left on park and not go through and then turn left on Bonanza.
- Group is supportive so long as there is conversations with communities and how it would function at turnaround points and roundabouts
- Supportive if has capacity without widening
- City needs to identify how reverse flex lanes can improve transit options so that this idea is not solely for the purpose of SOV's
- Are we incentivizing people not to ride transit and improving capacity? We are not increasing parking, so transit incentive may still be there.

Workshop #7 Vehicle Free Zones

Date Held: Monday, September 18, 2023

***Attendees*:**

- Hannah Pack, Park City Planning
- Alex Roy, Park City Planning
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Sam Zimbabwe, Kimley-Horn
- Jeresun Atkin, University of Utah Student
- Caroline Rodriguez, Stakeholder Committee
- Victoria Schlaepfer, Stakeholder Committee
- Peter Tomai, Stakeholder Committee
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Casey Christ, Stakeholder Committee
- Jonathan Wasden, Park City Parking Manager
- Jenny Diersen, Park City Special Events Coordinator
- Sarah Pearce, Deputy City Manager

Park Silly Sunday Market

- Silly Market has been going on for 17 years
- Been reduced at the request of the community

What parts of the community are less receptive to Silly Market?

- Business owners and residents
- PC has event fatigue
- Business owners are concerned that if there are not parking spaces in front of their businesses that there will be loss in sales
- From the city's standpoint, for vehicle free zones to be successful, there needs to be programming, who manages it and who pays for it?
- Business owners feel like when there is an event like Silly Market (who bring their own vendors) there is competition of business.
- Vehicle free zones need to be separated from events
- Car free zone may have success if you unbundle it from other events…

Challenges and things to consider with Main St as a vehicle free zone

- Wasted opportunity during the pandemic on creating vehicle free zones when people were more accepting of an idea like that
- Is there a way to change the balance between vehicles and pedestrians on Main St?
- On the other side, the capacity on Main Street vs the parking spaces is not significant
- There is not enough sidewalk room on Main St; needs to be flex space on the sidewalk/road

There is a disadvantage to doing vehicle free zones for a limited time…

- Cannot staff someone for 3 days a year type of thing
- Duration of vehicle free zones is important because if businesses can start to take advantage of it… more days the vehicle free zone is in place, the better

Swede Alley has a lot of surface parking, and there could be discussion on that being a vehicle free zone

- Winter could be a challenge for Swede Alley
- How would circulation happen and what would the management look like?

Vehicle free zones could be difficult to execute…

- Limited driving options in PC
- If you force more cars through a small funnel, people may just not go to these vehicle free zones

How do you get to the car free zones?

- Walk or bike from your house or hotel?
- Or go to park and then enter the vehicle free zone
- Prospector could be a place to try a pedestrian friendly/car free concept?
- This concept could be implemented in the small area plan at Bonanza
- Majority of businesses/residents did not want to continue car free Sundays
- Majority voted not to continue car free Sunday. Challenge for businesses to get enough employees to staff their existing store, let alone something outside.
- But was this during COVID, or do these challenges still exist today?
- City cut car free Sunday from 17 times to 11, due to push back from community. Push back from mix of folks, business owners, residents, etc.
- Did not have staff to staff people outside
- Did not want the city to produce this event anymore, and it is the role of the business association
- These may be temporary things, not a permanent closure

Potential Ideas:

- Do not close Main St but widen the sidewalks and get rid of parking; people can still drive through, but not park on it and there would be widened sidewalks
- Pedestrianizing a street and having vehicles on the street would need police sign off
- Potentially making one way traffic flow might help
- PC tried to hay bales to block off a “dining deck;” was a safety hazard and won’t work
- Using other tools to get sidewalk space, instead of a special event permit

Is there a transportation benefit that vehicle free zones provides?

- Infrastructure to get people around would need to be improved (what we have discussed in other workshops)
- There needs to be a network of transit and active transportation
- Everyone has an electric bike now, people like to get around that way but,
- Infrastructure around park city needs to improve first
- Crossing over some main streets can be difficult
- Mapping features allow people to know that the streets are closed, and it will redirect you to where traffic flows. This can help drivers not be clogged right where the vehicle free zones are
- This may be a planning tool, not a transportation tool
- These ideas all stem from an active transportation space rather than a transportation/city wide mobility space
- Still ok though, important to differentiate the two goals of what the city is wanting
- Parking does not matter and can be better utilized (especially on Main Street)

- We need to be cautious though because anything that discourages employees to park will backfire!
- Figuring out ways to help businesses subsize parking for their employees
- Should be free
- Is there anything that prevents flagpole lot from going vertical?

Businesses/Staffing

- The businesses paying rent are saying they are losing business if parking is taken away
- Research shows this is not an accurate statement
- Staffing for a vehicle free zone may be better year round. If this is temporary/random like some special events are, it may be harder for business owners to plan for which may lead to some frustration
- There needs to be some certainty for business owners, residents, and visitors so people have time to get used to this/know what to expect
- There are certain times of the year where this truly makes sense (summertime?) and where it may not make as much sense or will be more difficult to achieve (wintertime).
- Would need to consider winter operations and snowplows… other cities make it work
- We may not have the demand during the day (specifically weekdays) that we are trying to solve for
    - But does there need to be demand? Or can this just be the new normal and leaving it a closed street like our case studies depicted?
    - Sometimes those areas are busy, and sometimes they are not, but overall could be a good thing for the community
- Reducing parking for customers and further incentivizing other modes

How is this funded?

- China bridge comes from transportation funds not the general fund
- China bridge is profitable
- Main street is 80% of daily revenue
- If we increase parking costs, we could use those funds as a subsidy for permanent activations and closures on Main Street or use it for a parking garage which could make a lot of sense
- If parking costs are high there is an incentive to take other modes of transit
- There have been recent comments made that Park City has cheap parking!
- City could make parking free certain times of year (down times) to get people back on Main Street

Community will naturally benefit if a vehicle free zone(s) is permanent

- People want consistency

- Communication about it also needs to be consistent
- If Main Street becomes more communal/there is a place to gather, you will drive a lot more people there

Final Discussion

- Do this permanently
- There will be consistency and businesses on board
- Raise parking fees to use those funds to create activation on Main Street and to subsize other forms of parking facilities
- Account for daily deliveries
- Would incentivize to not limit vehicle free zones to Main Street and create other areas to do it with the same purpose in mind
- Do Main Street, but also consider other areas.
- Is it practical that there will be a delivery period?
- Not closed, but pedestrian oriented for a certain time, currently it is 3am-noon
- There would need to be authorized or emergency vehicle access
- Do not expand special event type closures
- This could leave a positive impact on the community
- Not everyone will see it initially, but it will pay off
- There will be complicated processes to go through, but it is worth the time and energy to try and solve this and make it happen

Workshop #8 Tunnels

Date Held: Tuesday, October 3, 2023

Attendees:

- Hannah Pack, Park City Planning
- Alex Roy, Park City Planning
- Victoria Schlaepfer, Stakeholder Committee
- Steven Yevoli, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Sarah Pearce, Deputy City Manager
- Henry Sigg, Stakeholder Committee
- Tarra McDonald, Stakeholder Committee
- Casey Christ, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Hunter Brauer, The Boring Company
- Jim Fitzgerald, The Boring Company
- Makena Gove, Kimley-Horn

- Eric Sweat, Kimley-Horn

The Boring Company Presentation

Company wanted to be more efficient in tunneling speed and decrease tunnelling cost ($12-$15M per mile)

Speed goals:

- Currently they are doing 1 mile/per month
- 1 mile/week short term
- 7 miles/day medium term

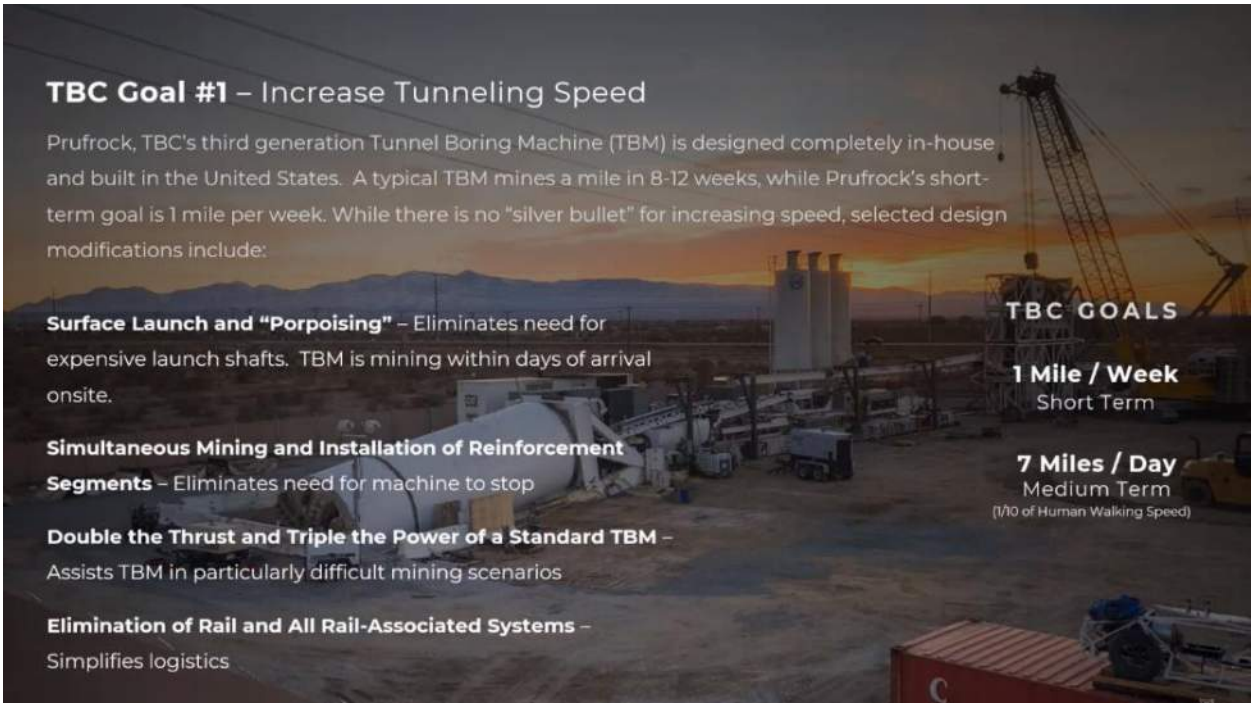
Primary constraint for moving freight is the size of the tunnel and economic viability in how much it will cost.

To what degree can you make a radium curve?

- 600 ft turn radius
- Space constraint comes at the stations themselves
- Currently want the drivers to turn around and go the other way depending on load and demand

High Occupancy Vehicles

- 4400 passengers per hour
- 80-85 vehicles are run in the city at peak times (Las Vegas)
- Offering express rides from station 1 through to 5 is more efficient, then doing something like a train or bus where with stops at stations 1,2,3,4 and 5.
- Continuous flow



Current operations:

- Averages less than 30 second turn over. Note, with ski gear will be a longer time loading/unloading.
- Currently at a 40mph speed limit
- Pricing between $5-$7 per ride

The longer the tunnel, the higher the ridership needs to be to justify.

Autonomy of the vehicles are not a technological constraint, rather a regulations constraint (claims they are 18 months away from that regulation being cleared for them?)

Franchise rights:

- Boring company funds the tunnels
- Owners (municipalities, private developers etc.,) fund the stops
- Recoups their costs through a fair policy

Las Vegas Loop:

- They claim they are over 1.3 million rides given
- They implement safety through their command center

Proposed ideas:

Loading and unloading:

- What to do if gets backed up?
  - There are queuing entry points where cars are on call
  - There is human intervention

What is the turnaround time of community saying yes, to them (TBC) having the capabilities to do it?

- Producing boring machines at a rate of 1 per quarter (every 3-4 months)
- Legal agreements and permitting are the timeline constraints, not machine availability.

Committee Discussion

- This is a no brainer, most environmentally friendly and cost-effective option we have discussed thus far.
- Cheaper than burying power in the Bonanza District!
- Noted that the costs seem low. Would like to vet those costs.
- Cannot see tunnels fitting in with the vibe of the City. In LV, you want to be inside, in the dark. Here in PC, you want to be outside. Want to enjoy nature
- The arrival experience becomes the park and ride. It is a great option to create a new entry point to the City. It moves traffic to somewhere else (and it should be something away from a currently congested point).

- regardless of permitting. Who pays for the feasibility investigation? The Boring Company? If they pay for it, why wouldn't we do that?
- Is it even possible to drill through the mountain? Typically, they are only 50 ft underground. What if you want to go from Mayflower to Park City? Possible?
- What about eventual freight and other stuff? Next step beyond Tesla's?
- How is this different than just adding capacity to existing roadways?
- You are not adding any more traffic or cars at all. Cars will not make it into town.
- We are shifting capacity away. And this capacity will get backfilled. Creating capacity that is quasi invisible.
- This needs to be paired with reduced parking in town.
- Need to consider UDOT roadways. You will create congestion to those touch point loading lots outside of town. What are you doing to our roads?
- Could be a good selling point, that you do not need drivers! (Since drivers are hard to come by right now).
- We want to place people where they are today. Why follow existing system? Just hit the entry/exit points. You do not need a loop to serve the entire city. Just go through the mountain directly and get people to their end points. This reduces overall needed mileage from 10+ to like around 5.
- Need to talk with Las Vegas on lessons learned, hurdles, etc.?
- Frequency and how to manage loading/unloading.
- How do you control the backlog at the loading points? It is not an efficient process.
- In the tunnels everything is controlled (headways, etc.). Cars can be "on-call." Can manage capacity from the command center.

How is this different then adding capacity to existing roadways?

- We are not reducing capacity, we are just shifting it
- Mitigating traffic for a period
- We are not expanding ROW or roadways
- Shifting capacity onto federal and UDOT roads because parking will then be on their roads
- Boring Company have not been successful using federal funds, so what funding mechanisms would be in place?
- Municipal bonds?
- Olympics?

Recommendation:

- Recommendation: This has some validity. Gets away from ROW constraints. Opens new access points. Concerns with feasibility given landscape and environment. Concerns on how to leverage partnerships, uses, etc. on how to pay for it.
- How would we leverage partnership to make it a financially viable project

City Council Staff Communications Report

Subject: Transportation Operating and Capital Budget Update
Authors: Robbie Smoot, Jed Briggs
Departments: Budget, Transportation
Date: January 16, 2024
Type: Informative

Summary

In preparation for the annual FY25 budget process and in conjunction with the upcoming transportation capital project review, this report provides a holistic overview of the Transportation Fund's operating and capital budgets.

The overview highlights include the Transportation Fund's 5-year operating revenue and expense projections, a high-level review of the current 5-year capital budget, and strategy suggestions to maintain a fiscally stable fund balance and expenditure projection.

Transit Budget Overview:

Park City's Transportation Fund facilitates several essential community services: PC Transit operations, including fixed route service, ADA service, microtransit, transportation planning, and parking.

Operations Funding

Transit Operations and Transportation Planning - funded through the following sources:

- Sales taxes account for approximately 70% of the Transportation Fund's revenue.
    - Transit-specific sales taxes:

	First Quarter	Second Quarter	Third Quarter (Capital Only)	Fourth Quarter	Fourth Quarter	Resort Tax - Transportation
Tax Commission Title	Municipal Mass Transit	Additional Mass Transit Tax	County Option Trans	Addl Transit District	Addl Transit Local	Resort Cities Sales Tax
Rate (%)	0.30%	0.25%	0.25%	0.10%	0.10%	25% directed to Transit
Mode of Distribution	Directly to PC from State	First to SC then to PC based on POS (ILA)	First to SC then to applicants through COG process	POS split between City/County	Split on avg 60/40 (County/City)	City Facilitated

- Several smaller funding sources, such as business licensing fees and nightly rental fees, account for less than 10% of fund revenue.
- Federal Operating Grants - the most consequential funding source for transit operations is Federal operating assistance and project administration funds. These grants reimburse eligible transit operation expenses up to 50%.
    - Historically, Federal operating assistance paid for approximately 22% of transit operations. However, since FY20, there has been a significant shift in the amount of operating assistance transit received; over the previous four years, operating assistance has paid 57% of transit's operating expenses.
    - We do not anticipate that trend to continue as unique circumstances influenced the increased available funding during this period, such as one-time COVID relief funding.
    - In addition, High Valley Transit is also eligible to receive Federal operating

assistance; therefore, the Park City's allocation will likely reduce. We are closely monitoring future award amounts and will adjust projections accordingly.

Parking Services - self-funded through parking revenues.

Capital Grant Funding

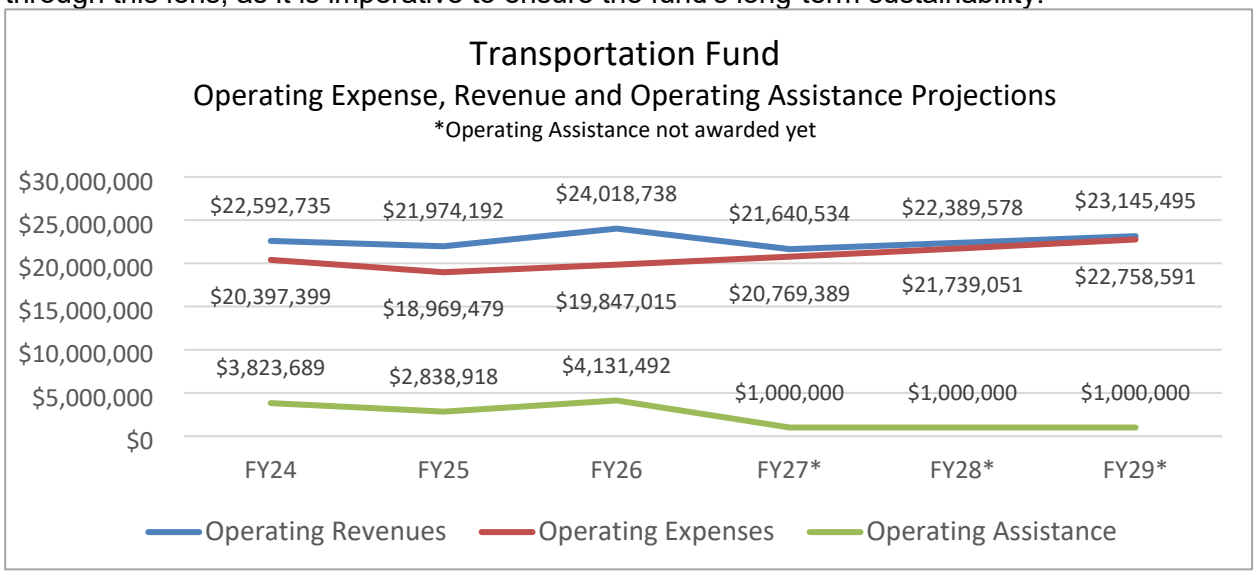
Federal, state, and county grant programs are frequent sources of financial support and are constantly changing. Currently, most of our major transportation capital projects are funded through a variety of grants. Many grant programs from Federal agencies are competitive and change with each administration's priorities and transportation bills. The Utah Department of Transportation's (UDOT) main grant program is the Transportation Investment Fund, for which all modes are eligible. The primary source of Summit County grants is the County Option Transportation Tax (3rd Quarter), also known as the Transportation Sales Tax (TST) grant program, and the Corridor Preservation Fund.

Operating Budget Impact on Capital:

The table below highlights the Transportation Fund's operating expenses and revenues. Operating Assistance is also included to help illustrate how critical this funding source is. Fiscal years 2024 - 2026 represent awarded amounts. We conservatively estimated $1M per year for the years that have not yet been awarded due to uncertainty around increased competition for funding.

As stated, enhanced access to federal transportation funds is primarily based on political strategies on the national level, which makes it challenging to plan ahead. Thus, there is a chance that future Federal funding could return to current levels, but we can't count on it. Current projections indicate that the Transportation Fund's annual operating expenses will require nearly all available operating funding by FY27.

Historically, $1-2 million yearly has been set aside from excess transportation revenues to maintain and improve current assets, ensure the ability to match Federal, regional, and local grants, and advance smaller capital projects. Current projections indicate that operations expenses will require 96% of the anticipated revenues by FY27. If operating expense strategies remain "as-is," we must revisit our capital project funding strategy. Going forward, we recommend that any consideration for increased transit operational services be evaluated through this lens, as it is imperative to ensure the fund's long-term sustainability.



*Operating expenses decrease in fiscal year 2025 due to High Valley Transit taking over the operation of the 10 White.

Impacts of the Long Range Transportation Plan

The recently adopted Long Range Transportation Plan, Park City Forward, guides the City's 5-year transportation capital plan. The Transportation Fund has a large fund balance; however, the current capital plan will use nearly all unrestricted funds by FY28, while the current operations levels will utilize over 95% of expected revenues. Additionally, we recommend maintaining a minimum Transportation Fund balance of $5 million to cover any future financial uncertainty or unexpected expenses. This conservative budgeting principle has existed for over a decade, and we do not recommend adjusting it.

5-Year Fund Revenue and Expense Projections

Beginning Balance FY24	$41,682,368
Less Minimum Fund Balance	$5,000,000
Unrestricted Fund Balance	**$36,682,368**

	FY24	FY25	FY26	FY27*	FY28*	FY29*
Operating Revenues	$22,592,735	$21,974,192	$24,018,738	$21,640,534	$22,389,578	$23,145,495
Operating Expenses	$20,397,399	$18,969,479	$19,847,015	$20,769,389	$21,739,051	$22,758,591
Remaining Operating Revenues	$2,195,336	$3,004,713	$4,171,723	$871,145	$650,527	$386,905
Operations Ratio (% revenues used)	90%	86%	83%	96%	97%	98%
Capital Project Funded by Fund Balance	$19,005,277	$6,878,508	$6,241,932	$12,045,454	$3,505,678	$0
Ending Fund Balance	**$19,872,426**	**$15,998,631**	**$13,928,422**	**$2,754,114**	**($101,037)**	**$285,867**
Capital Projects Funded by Grants, etc.	$31,307,383	$12,484,879	$8,690,922	$8,186,816	$5,296,930	$0

**Federal Operating Assistance grants have not been awarded and are conservatively estimated to be $1M*

Summary

The scenario presented in the table above indicates that the stability of the transportation fund begins to be concerning in FY27-28, meaning there will be limited annual excess funds for capital. This will hinder our ability to maintain and improve current assets, match federal, regional, and local grants, and advance smaller capital projects. The projections above do not include any new increases in transit service levels. Any increases would further deplete the amount of funding available for capital.

It should also be noted that these projections only include currently awarded capital grants, and based on past successes, it is highly likely that we will continue to receive capital grant awards. Additionally, we have projected the future amount of federal operating assistance conservatively; future amounts will likely exceed $1M. Upcoming grant awards will be closely monitored, and the scenario will be adjusted accordingly. The FY25 capital plan, including capital grants, will be discussed in greater detail in subsequent Council meetings. The Council will then be able to reaffirm or reprioritize the current 5-year capital plan as needed.

City Council
Staff Communications Report

Subject: China Bridge Parking Structure Condition Assessment Contract with Kimley-Horn and Associates
Author: Becky Gutknecht
Department: Engineering and Parking
Date: January 16, 2024

Summary
On January 8, 2024, a contract was executed with Kimley-Horn and Associates to inspect and evaluate the China Bridge Parking Structure and associated structural elements. This communications is provided to give the Council a summary report of the upcoming work.

History
The southern half of the China Bridge Parking Structure was built in 1986. The northern half was constructed and connected in 2006. Over the past year, the Engineering team has identified multiple potential structural deficiencies within the overall China Bridge Parking Structure and associated structural elements. If not addressed through regular maintenance practices or specific improvement projects, these structural deficiencies can lead to a shorter life span of the structure. Therefore, it was determined that an in-depth structural analysis and condition assessment would determine the structure's current condition and to prioritize and estimate costs for necessary repairs and maintenance efforts.

The Engineering Department developed and released a Request for Statement of Qualifications for this scope of work. During the selection process, we received applications from four qualified engineering firms. Kimley-Horn was selected by a team of staff members who determined that their qualifications and proposed scope of work were best suited to this project. Kimley-Horn has a demonstrated history of experience in this area of structural engineering. Exhibit A shows that their proposal provides for both destructive and non-destructive testing methods to evaluate the existing condition of structural elements and geotechnical investigation.

Work Plan
The tested elements include, but are not limited to, the condition of the concrete, the post-tensioning strands, slab surface and waterproofing, the cast-in-place wall on the east side of the on-grade parking area along Marsac, and the soldier pile wall. Completing the assessment will provide the City with a prioritized list of repairs and/or replacements and engineered cost estimates for those necessary or recommended repairs.

Funding Source
The Parking budget maintains funding for Capital Improvement Projects for the China Bridge parking structure. The contract amount is $97,750.00. This funding source and Engineering funds for consultant services will be used to fund the evaluation.

Exhibits

Exhibit A – 2024.01.08 – China Bridge Condition Assessment and Evaluation Professional Services Agreement – Executed Contract

PARK CITY MUNICIPAL CORPORATION
DESIGN PROFESSIONAL SERVICES AGREEMENT

This Design Professional Services Agreement (the "Agreement") is made and entered into as of this 8th day of January, 2024, by and between **PARK CITY MUNICIPAL CORPORATION**, a Utah municipal corporation ("City"), and **KIMLEY-HORN AND ASSOCIATES, INC.**, a North Carolina corporation ("Design Professional") (collectively, the City and the Design Professional are referred to as the "Parties").

WITNESSETH:

WHEREAS, the City desires to have certain services and tasks performed as set forth below requiring specialized skills and other supportive capabilities;

WHEREAS, sufficient City resources are not available to provide such services; and

WHEREAS, the Design Professional represents that the Design Professional is qualified and possesses sufficient skills and the necessary capabilities, including technical and professional expertise, where required, to perform the services and/or tasks set forth in this Agreement.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, the Parties hereto agree as follows:

1. **SCOPE OF SERVICES**. The Design Professional shall perform such services and accomplish such tasks, including the furnishing of all materials and equipment necessary for full performance thereof, as are identified and designated as Design Professional responsibilities throughout this Agreement and as set forth in the "Scope of Services" attached hereto as **"Exhibit A"** and incorporated herein (the "Project"). The total fee for the Project shall not exceed **$97,750.00**.

The City has designated John Robertson, or his designee as City's Representative, who shall have authority to act on the City's behalf with respect to this Agreement consistent with the budget contract policy.

2. **TERM**. No work shall occur prior to the issuance of a Notice to Proceed which cannot occur until execution of this Agreement, which execution date shall be commencement of the term and the term shall terminate on August 30, 2024, or earlier, unless extended by mutual written agreement of the Parties.

3. **COMPENSATION AND METHOD OF PAYMENT**.

A. Payments for services provided hereunder shall be made monthly following the performance of such services.

B. No payment shall be made for any service rendered by the Design Professional except for services identified and set forth in this Agreement.

C. For all "extra" work the City requires, the City shall pay the Design Professional for work performed under this Agreement according to the schedule attached hereto as "Exhibit B," or if none is attached, as subsequently agreed to by both Parties in writing.

D. The Design Professional shall submit to the City Manager or her designee on forms approved by the City Manager, an invoice for services rendered during the pay period. The City shall make payment to the Design Professional within thirty (30) days thereafter. Requests for more rapid payment will be considered if a discount is offered for early payment. Interest shall accrue at a rate of six percent (6%) per annum for services remaining unpaid for sixty (60) days or more.

E. The Design Professional reserves the right to suspend or terminate work and this Agreement if any unpaid account exceeds sixty (60) days.

F. Design Professional acknowledges that the continuation of this Agreement after the end of the City's fiscal year is specifically subject to the City Council's approval of the annual budget.

4. <u>RECORDS AND INSPECTIONS</u>.

A. The Design Professional shall maintain books, records, documents, statements, reports, data, information, and other material with respect to matters covered, directly or indirectly, by this Agreement, including (but not limited to) that which is necessary to sufficiently and properly reflect all direct and indirect costs related to the performance of this Agreement, and shall maintain such accounting procedures and practices as may be necessary to assure proper accounting of all funds paid pursuant to this Agreement.

B. The Design Professional shall retain all such books, records, documents, statements, reports, data, information, and other material with respect to matters covered, directly or indirectly, by this Agreement for six (6) years after expiration of the Agreement.

C. The Design Professional shall, at such times and in such form as the City may require, make available for examination by the City, its authorized representatives, the State Auditor, or other governmental officials authorized by law to monitor this Agreement all such books, records, documents, statements, reports, data, information, and other material with respect to matters covered, directly or indirectly, by this Agreement. The Design Professional shall permit the City or its designated authorized representative to audit and inspect other data relating to all matters covered by this Agreement. The City may, at its discretion, conduct an audit at its expense, using its own or outside auditors, of the Design Professional's activities, which relate directly or indirectly to this Agreement.

D. The City is subject to the requirements of the Government Records Access and Management Act, Chapter 2, Title 63G, Utah Code 1953, as amended and Park City Municipal Code Title 5 ("GRAMA"). All materials submitted by Design Professional pursuant to this Agreement are subject to disclosure unless such materials are exempt from disclosure pursuant to GRAMA. The burden of claiming an exemption from disclosure rests solely with Design Professional. Any materials for which Design Professional claims a privilege from disclosure based on business confidentiality shall be submitted marked as "confidential - business confidentiality" and accompanied by a concise statement from Design Professional of reasons supporting its claim of business confidentiality. Generally, GRAMA only protects against the disclosure of trade secrets or commercial information that could reasonably be expected to result in unfair competitive injury. The City will make reasonable efforts to notify Design Professional of any requests made for disclosure of documents submitted under a claim of confidentiality. Design Professional specifically waives any claims against the City related to any disclosure of materials pursuant to GRAMA.

5. INDEPENDENT CONTRACTOR RELATIONSHIP.

A. The Parties intend that an independent Design Professional/City relationship will be created by this Agreement. No agent, employee, or representative of the Design Professional shall be deemed to be an employee, agent, or representative of the City for any purpose, and the employees of the Design Professional are not entitled to any of the benefits the City provides for its employees. The Design Professional will be solely and entirely responsible for its acts and for the acts of its agents, employees, subcontractors or representatives during the performance of this Agreement.

B. In the performance of the services herein contemplated the Design Professional is an independent contractor with the authority to control and direct the performance of the details of the work, however, the results of the work contemplated herein must meet the approval of the City and shall be subject to the City's general rights of inspection and review to secure the satisfactory completion thereof.

6. DESIGN PROFESSIONAL EMPLOYEE/AGENTS. The City may at its sole discretion require the Design Professional to remove an employee(s), agent(s), or representative(s) from employment on this Project. The Design Professional may, however, employ that (those) individuals(s) on other non-City related projects.

7. HOLD HARMLESS INDEMNIFICATION AND ATTORNEY FEES.

A. The Design Professional shall indemnify and hold the City and its agents, employees, and officers, harmless from any and all liability for damages, including claims, demands, suits, at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, brought against the City arising out of, in connection with, or incident to (1) the Design Professional's breach of contract, negligence, recklessness, or intentional misconduct; or (2) the Design Professional's subconsultant's or subcontractor's negligence.

B. The Design Professional shall also reimburse the City, including its agents, employees, and officers, and any other person for attorney fees or other costs incurred by the person in defending against a claim alleging liability for damages to the extent the attorney fees or costs were incurred due to (1) the Design Professional's breach of contract, negligence, recklessness, or intentional misconduct; or (2) the Design Professional's subconsultant's or subcontractor's negligence.

C. If such claims are caused by or result from the concurrent negligence of the City, its agents, employees, and officers, this indemnity provision shall be valid and enforceable to the extent of the Design Professional's breach of contract, negligence, recklessness, or intentional misconduct; or the Design Professional's subconsultant's or subcontractor's negligence.

D. The Design Professional expressly agrees that the indemnification provided herein constitutes the Design Professional's limited waiver of immunity as an employer under Utah Code Section 34A-2-105; provided, however, this waiver shall apply only to the extent an employee of Design Professional claims or recovers compensation from the City for a loss or injury that Design Professional would be obligated to indemnify the City for under this Agreement. This limited waiver has been mutually negotiated by the Parties, and is expressly made effective only for the purposes of this Agreement.

E. Further, nothing herein shall require the Design Professional to hold harmless, defend, or reimburse the City, its agents, employees and/or officers from any claims arising from the sole negligence of the City, its agents, employees, and/or officers.

F. The Design Professional is required to maintain and to provide a standard of care consistent with other design professionals with the same or similar professional license, who normally provide projects, work, and/or services

as is established in this Agreement in Park City, Utah. Accordingly, if the nature of the project, work, and/or services established in this Agreement requires specialized design expertise, the Design Professional is required to provide services consistent with the specialized design expertise established in this Agreement.

G. No liability shall attach to the City by reason of entering into this Agreement except as expressly provided herein.

H. The provisions of this section shall survive the expiration or termination of this Agreement.

8. **INSURANCE**. The Design Professional shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Design Professional, their agents, representatives, employees, or subcontractors. The Design Professional shall provide a Certificate of Insurance evidencing:

A. General Liability insurance written on an occurrence basis with limits no less than One Million Dollars ($1,000,000) per occurrence and Three Million Dollars ($3,000,000) aggregate for personal injury, bodily injury and property damage.

The Design Professional shall increase the limits of such insurance to at least the amount of the Limitation of Judgments described in Section 63G-7-604 of the Governmental Immunity Act of Utah, as calculated by the state risk manager every two years and stated in Utah Admin. Code R37-4-3.

B. Automobile Liability insurance with a combined single limit of not less than Two Million Dollars ($2,000,000) each accident for bodily injury, death of any person, and property damage arising out of the ownership, maintenance, and use of owned, hired, and non-owned motor vehicles. This policy must not contain any exclusion or limitation with respect to loading or unloading of a covered vehicle.

C. Professional Liability (Errors and Omissions) insurance (if applicable) with annual limits no less than One Million Dollars ($1,000,000) per occurrence. Design Professional agrees to continue to procure and maintain professional liability insurance coverage meeting these requirements for the applicable period of statutory limitation of claims (or statute of repose, if applicable) after the project completion or termination of this Agreement.

If written on a claims-made basis, the Design Professional warrants that the retroactive date applicable to coverage precedes the effective date of this agreement; and that continuous coverage will be maintained for an extended reporting period endorsement (tail coverage) will be purchased for a period of at least three (3) years beginning from the time that work under this agreement is complete.

D. Workers Compensation insurance and Employers Liability coverage with Workers Compensation limits complying with statutory requirements, and Employer's Liability Insurance limits of at least One Million Dollars ($1,000,000) each accident, One Million Dollars ($1,000,000) for bodily injury by accident, and One Million Dollars ($1,000,000) each employee for injury by disease.

The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of Park City Municipal Corporation for all work performed by the Design Professional, its employees, agents and subcontractors.

E. Park City Municipal Corporation, its officers, officials, employees, and volunteers are to be covered as additional insureds on general liability and auto liability insurance policies, with respect to work performed by or on behalf of the Design Professional including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired, or borrowed by or on behalf of the Design Professional and a copy of the endorsement naming the City as an additional insured shall be attached to the Certificate of Insurance. Should any of the above-described policies be cancelled before the expiration date thereof, Design Professional shall deliver notice to the City within thirty (30) days of cancellation. The City reserves the right to request certified copies of any required policies.

F. The Design Professional's insurance shall contain a clause stating that coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

G. For any claims related to this Design Professional Services Agreement, the Design Professional's insurance coverage shall be primary insurance coverage with respect to Park City Municipal Corporation, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by Park City Municipal Corporation, its officers, officials, employees, or volunteers shall be excess of the Design Professional's

insurance and shall not contribute with it.

9. **TREATMENT OF ASSETS**. Title to all property furnished by the City shall remain in the name of the City and the City shall become the owner of the work product and other documents, if any, prepared by the Design Professional pursuant to this Agreement (contingent on City's performance hereunder).

10. **COMPLIANCE WITH LAWS AND WARRANTIES**.

A. The Design Professional, in the performance of this Agreement, shall comply with all applicable federal, state, and local laws and ordinances, including regulations for licensing, certification and operation of facilities, programs and accreditation, and licensing of individuals, and any other standards or criteria as described in this Agreement to assure quality of services.

B. Unless otherwise exempt, the Design Professional is required to have a valid Park City business license.

C. The Design Professional specifically agrees to pay any applicable fees or charges which may be due on account of this Agreement.

D. If this Agreement is entered into for the physical performance of services within Utah the Design Professional shall register and participate in E-Verify, or an equivalent program. The Design Professional agrees to verify employment eligibility through E-Verify, or an equivalent program, for each new employee that is employed within Utah, unless exempted by Utah Code Ann. § 63G-12-302.

E. Design Professional shall be solely responsible to the City for the quality of all services performed by its employees or sub-contractors under this Agreement. Design Professional hereby warrants that the services performed by its employees or sub-contractors will be performed substantially in conformance with the standard of care observed by similarly situated companies providing services under similar conditions.

11. **NONDISCRIMINATION**. Any Design Professional that enters into an agreement for goods or services with Park City Municipal Corporation or any of its boards, agencies, or departments shall:

A. Implement an employment nondiscrimination policy prohibiting discrimination in hiring, discharging, promoting or demoting, matters of

compensation, or any other employment- related decision or benefit against a person otherwise qualified, because of actual or perceived race; color; sex; pregnancy, childbirth, or pregnancy- related conditions; age, if the individual is 40 years of age or older; religion; national origin; disability; sexual orientation; gender identity; genetic information; or military status.

B. In the performance of this Agreement, Design Professional shall not discriminate on account of actual or perceived race; color; sex; pregnancy, childbirth, or pregnancy-related conditions; age, if the individual is 40 years of age or older; religion; national origin; disability; sexual orientation; gender identity; genetic information; or military status.

C. Incorporate the foregoing provisions in all subcontracts or assignments hereunder and take such actions as may be required to ensure full compliance with the provisions of this policy.

12. **ASSIGNMENTS/SUBCONTRACTING**.

A. The Design Professional shall not assign its performance under this Agreement or any portion of this Agreement without the written consent of the City, and it is further agreed that said consent must be sought in writing by the Design Professional not less than thirty (30) days prior to the date of any proposed assignment. The City reserves the right to reject without cause any such assignment. Any assignment made without the prior express written consent of the City, as required by this paragraph, shall be deemed null and void.

B. Any work or services assigned hereunder shall be subject to each provision of this Agreement and proper bidding procedures where applicable as set forth in local, state or federal statutes, ordinance and guidelines.

C. Any technical/professional service subcontract not listed in this Agreement, must have express advance approval by the City.

D. Each subcontractor that physically performs services within Utah shall submit an affidavit to the Design Professional stating that the subcontractor has used E-Verify, or an equivalent program, to verify the employment status of each new employee, unless exempted by Utah Code § 63G-12-302.

13. **CHANGES**. Either party may request changes to the scope of services and performance to be provided hereunder, however, no change or addition to this Agreement shall be valid or binding upon either party unless such change or addition be in writing and signed by both Parties. Such amendments shall be attached to and made part of this Agreement.

14. **PROHIBITED INTEREST, NO THIRD PARTY RIGHTS AND NO GRATUITY TO CITY EMPLOYEES**.

A. No member, officer, or employee of the City shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

B. Nothing herein is intended to confer rights of any kind in any third party.

C. No City employee who has procurement decision making authority and is engaged in the procurement process, or the process of administering a contract may knowingly receive anything of value including but not limited to gifts, meals, lodging or travel from anyone that is seeking or has a contract with the City.

15. **MODIFICATIONS TO TASKS AND MISCELLANEOUS PROVISIONS**.

A. All work proposed by the Design Professional is based on current government ordinances and fees in effect as of the date of this Agreement.

B. Any changes to current government ordinances and fees which affect the scope or cost of the services proposed may be billed as an “extra” pursuant to Paragraph 3(C), or deleted from the scope, at the option of the City.

C. The City shall make provision for access to the property and/or project and adjacent properties, if necessary for performing the services herein.

16. **TERMINATION**.

A. Either party may terminate this Agreement, in whole or in part, at any time, by at least thirty (30) days' written notice to the other party. The Design Professional shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Design Professional shall promptly submit a termination claim to the City. If the Design Professional has any property in its possession belonging to the City, the Design Professional will account for the same, and dispose of it in a manner directed by the City.

B. If the Design Professional fails to perform in the manner called for in this Agreement, or if the Design Professional fails to comply with any other provisions of the Agreement and fails to correct such noncompliance within three (3) days' written notice thereof, the City may immediately terminate this Agreement for cause. Termination shall be effected by serving a notice of termination on the Design Professional setting forth the manner in which the Design Professional is in default. The Design Professional will only be paid for services performed in accordance with the manner of performance set forth in this Agreement.

17. **NOTICE**. Notice provided for in this Agreement shall be sent by certified mail to the addresses designated for the Parties below. Notice is effective upon the date it was sent, except that a notice of termination pursuant to Paragraph 16 is effective upon receipt. All reference to "days" in this Agreement shall mean calendar days.

18. **ATTORNEYS FEES AND COSTS**. If any legal proceeding is brought for the enforcement of this Agreement, or because of a dispute, breach, default, or misrepresentation in connection with any of the provisions of this Agreement, the prevailing party shall be entitled to recover from the other party, in addition to any other relief to which such party may be entitled, reasonable attorney's fees and other costs incurred in connection with that action or proceeding.

19. **JURISDICTION AND VENUE**.

A. This Agreement has been and shall be construed as having been made and delivered within the State of Utah, and it is agreed by each party hereto that this Agreement shall be governed by the laws of the State of Utah, both as to interpretation and performance.

B. Any action of law, suit in equity, or judicial proceeding for the enforcement of this Agreement, or any provisions thereof, shall be instituted and maintained only in any of the courts of competent jurisdiction in Summit County, Utah.

20. **SEVERABILITY AND NON-WAIVER**.

A. If, for any reason, any part, term, or provision of this Agreement is held by a court of the United States to be illegal, void or unenforceable, the validity of the remaining provisions shall not be affected, and the rights and obligations of the Parties shall be construed and enforced as if the Agreement did not contain the particular provision held to be invalid.

B. If it should appear that any provision hereof is in conflict with any statutory provision of the State of Utah, said provision which may conflict therewith

shall be deemed inoperative and null and void insofar as it may be in conflict therewith, and shall be deemed modified to conform in such statutory provisions.

C. It is agreed by the Parties that the forgiveness of the non-performance of any provision of this Agreement does not constitute a subsequent waiver of the provisions of this Agreement. No waiver shall be effective unless it is in writing and signed by an authorized representative of the waiving party.

21. **ENTIRE AGREEMENT**. The Parties agree that this Agreement is the complete expression of the terms hereto and any oral representations or understandings not incorporated herein are excluded. Further, any modification of this Agreement shall be in writing and signed by both Parties. Failure to comply with any of the provisions stated herein shall constitute material breach of contract and cause for termination. Both Parties recognize time is of the essence in the performance of the provisions of this Agreement.

22. **COUNTERPARTS.** This Agreement may be executed in counterparts, each of which will be deemed an original and all of which together will constitute one and the same instrument.

23. **ELECTRONIC SIGNATURES**. Each party agrees that the signatures of the parties included in this Agreement, whether affixed on an original document manually and later electronically transmitted or whether affixed by an electronic signature through an electronic signature system such as DocuSign, are intended to authenticate this writing and to create a legal and enforceable agreement between the parties hereto.

IN WITNESS WHEREOF the Parties hereto have caused this Agreement to be executed the day and year first hereinabove written.

PARK CITY MUNICIPAL CORPORATION, a
Utah municipal corporation
445 Marsac Avenue

PARK CITY MUNICIPAL CORPORATION
DESIGN PROFESSIONAL SERVICES AGREEMENT

Post Office Box 1480
Park City, UT 84060-1480

DocuSigned by:
Matt Dias
D5D5222E66E246E...

Matt Dias, City Manager 1/8/2024

Attest:

DocuSigned by:
79A88234564F44D...

City Recorder's Office

Approved as to form:

DocuSigned by:
Rick Henry
756CBFF28284478...

City Attorney's Office

PARK CITY MUNICIPAL CORPORATION
DESIGN PROFESSIONAL SERVICES AGREEMENT

KIMLEY-HORN AND ASSOCIATES, INC.,
a North Carolina Corporation
111 E. Broadway Road, Suite 600
Salt Lake City, UT 84111
Arnoldo.Artiles@kimley-horn.com

Tax ID#: 56-0885615

Date: 12/20/2023

By: DocuSigned by: Brent Crowther ACF0D3195D5E422...

Brent C. Crowther
Vice President
An authorized signer

PARK CITY MUNICIPAL CORPORATION
DESIGN PROFESSIONAL SERVICES AGREEMENT

EXHIBIT "A"

SCOPE OF SERVICES

Park City Municipal Corporation

STATEMENT OF WORK

Parking Structure Condition Assessment

Kimley-Horn
111 E. Broadway, Suite 600
Salt Lake City, UT 84111

For Review by:

Park City Municipal Corporation

November 17, 2023

PROJECT UNDERSTANDING

The project site consists of a parking structure (China Bridge Garage) and a connected utility building at the intersection of Swede Alley and 4th St. in Park City, UT. The parking structure is a 4-story, cast-in-place concrete structure utilizing a two-way, post-tensioned concrete slab and columns, and concrete shear walls. The parking structure has external steel stairs, as well as an external concrete elevator core. The structure is built along a slope, where the highest grade is at the south end of the structure and the lowest grade is at the north end of the structure. The top level of the parking structure has street access on the east side to Marsac Avenue. The utility building is a single-story, cast-in-place concrete structure connecting the north and south sections of the China Bridge Garage. The utility building has street access to Swede Alley on the west side of the structure. The southern portion of the structure was built in 1986, and the northern portion, as well as the utility building, were built in 2006. Included in the project limits is the assessment of the cast in place concrete wall along the northeast corner of the project, and a steel soldier pile wall in the southern portion of the structure. It is our understanding that no as-built documents are available for either wall. KH will engage a third-party testing agency to use ground penetrating radar to determine the approximate size and location of the cast in place concrete wall stem reinforcement. A desktop analysis utilizing structural analysis software will be performed to determine the current level of utilization of both walls. Repair and rehabilitation recommendations will be included in the final deliverable.

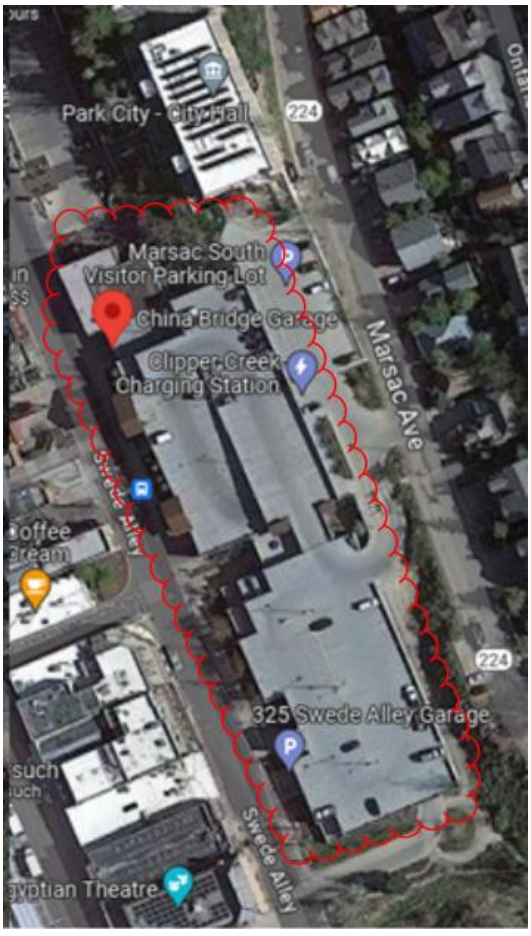


Figure 1: Project Site Extents

Development of construction documents, bid phase, and construction phase services are not included in this scope as they are intended to be included in subsequent phases based on the recommendations resulting from the condition assessment tasks.

SCOPE OF SERVICES

Kimley-Horn will provide the services specifically set forth below.

Task 1a: Site Visit and Meetings

1. Attend one (1) on site kick off meeting with the Client to review project objectives. This meeting shall be scheduled in conjunction with the site visit.
2. Review existing construction or as-built drawings and previous reports for the structure to establish baseline information prior to performing field surveys. The Client will provide previous documents as needed. This does not include verifying as-built conditions of the garage.
3. Conduct a three-day site visit to perform limited, visual, non-destructive, walk-through review of the subject garage, concrete retaining wall and soldier pile wall to observe readily accessible structural systems, noting type, locations and approximate magnitude of deterioration observed. In addition, a sounding rod delamination survey of the concrete floors in selected areas will be performed. Select ceiling areas will be checked by rod tapping. Items that may be noted are as follows:
    a. Floor slab surface condition and finish variations.
    b. Condition of structural members such as columns, beams, and walls.
    c. Condition of ceilings including cracks and spalls.
    d. Locations of exposed reinforcing steel corrosion.
    e. Locations and conditions of expansion joints, joint sealants, traffic coatings, and waterproofing.
    f. Indications of ponding water and/or ice buildup.
    g. Condition of vehicular barrier restraints such as barrier cables, parapets, and bollards.
    h. Document any readily observable conditions which might represent potential safety issues, particularly in pedestrian areas and along heavily travelled vehicular pathways.
    i. Document readily accessible structural elements such as slabs, beams, columns, walls, ramps, precast members, structural steel, connections, welds, and bearing pads recommended for repair.
    j. Complete a delamination survey (chain drag) at the top surface of all supported slabs of the garage to help locate areas with delaminated concrete that may not be visibly deteriorated. The delamination survey will be done at off-peak parking hours to maximize the area of slab open for surveying. Areas that are utilized for parking at the time of the survey will not be surveyed.
    k. Perform limited hammer sounding on other areas such as walls, columns, beams, curbs, and parapets to test for evidence of concealed reinforcement corrosion as evidenced by the hollow sound indicative of concrete delamination. Areas to be tested will be determined by observed condition in the field.
    l. Observe and note identified locations of exposed reinforcing steel corrosion or significant section loss and provide recommendations and cost estimates for further testing, if required.
    m. Document locations of expansion joints, joint sealants, traffic coatings, and waterproofing recommended for repair.

n. Observe and note indications of ponding water.
o. Observe and note the condition of vehicular barrier restraints such as barrier cables, parapets, and bollards.
p. Operate accessible and unlocked gates, doors, and other similar features to check the condition of fixtures to document their general conditions and to evaluate potential safety issues.
q. Document readily accessible architectural elements such as façade, parapets, stairwells, elevators, striping, signage, gates, and finishes associated with the parking floors recommended for repair.
r. Document operational or non-code compliant areas observed during the visual walk-through review.
s. Perform a limited, visual, non-destructive, walk-through review of the following additional components: stair towers, facade surface (binocular survey from ground), drainage system, electrical conduit, and light fixtures. This review is assumed to be concurrent with the structural/waterproofing walk-through noted above.
t. Make recommendations for any additional investigations, intrusive / destructive testing, and/or repairs that are immediately necessary for the safety of the users of the parking garage, concrete retaining wall and soldier pile wall.
u. Conduct a second site visit with the testing company as needed.

Task 1b: Report

1. Based on our site observations and evaluations, Kimley-Horn will prepare a report for the parking garage structure, concrete retaining wall and soldier pile wall. The report will describe field observations, recommendations, and opinion of probable construction cost for repair recommendations. The reports will include a prioritized list of recommendations for repairs to be completed within the immediate term (within the first year), intermediate-term (one (1) year through five (5) years), and long-term (five (5) years through ten (10) years) of the evaluation. Recommendations for additional field or laboratory testing will be listed including the criteria to determine if and where more extensive review and testing are required. The report will include:

    a. Brief description of the parking facility, scope of work for this assessment, and a summary of previous repairs.
    b. General ratings (e.g. good, fair, poor) of observed structural and architectural components as well as typical useful life of systems within the garage and how far they are beyond that point.
    c. Key findings outlining specific elements requiring repairs and rehabilitation.
    d. Prioritized recommendations for repair and/or replacement.
    e. Recommendations for additional field or laboratory testing will be listed including the criteria to determine if and where more extensive review and testing are required.
    f. Budgetary repair quantity estimate and associated unit costs for each recommended repair item based on similar repairs from recent projects within this region. Repair quantities will be based on limited observations as part of this scope. Recently observed unit costs will be provided for each repair item to assist in establishing an overall repair program budget. Repair costs for items not

completed in the first year after the report will scaled based on an assumed inflation rate and quantities for future repairs will be scaled up to help account for increasing deterioration over time.

g. Recommended budget plan prioritizing recommended repair items over the next 10 years. This will provide the Client with an itemized list per year of projected budget needed to complete the recommended repairs.

h. Representative photographs and notes that depict and describe typical deficiencies observed.

2. Deliverables of this task include one (1) 8½"x11" and/or 11'x17" electronic report for the parking facility and walls. A 90% DRAFT Report will be submitted in electronic format for Client review and comment. A 100% Final Report will be submitted after Client comments have been included and/or responded to.
3. We will attend up to two (2) virtual meetings to discuss findings and recommendations.

Incorporate findings of the structural analysis and any geotechnical recommendations, priorities of repairs and maintenance, and associated opinion of probable construction costs into the final report.

Task 2: Geotechnical Investigation

Kimley-Horn, using a qualified and licensed geotechnical engineer subconsultant, will provide the following scope for both the cast in place concrete wall and the steel soldier pile wall.

Scope for Cast In Place Concrete Wall:

1. Take measurements along the wall to evaluate the extent and magnitude of rotation.
2. Perform exploratory boring to evaluate backfill and subgrade soil conditions, and to collect soils samples.
3. Collect samples of backfill for laboratory in-place moisture content, density, and index testing.
4. GPR and destructive testing to obtain approximate reinforcement size and spacing.
5. Provide soil parameters required for KH to perform a structural analysis on the concrete retaining wall.
6. Location of water table

Scope of Soldier Pile Wall:

1. Take measurements along the wall, setting crack gauges as appropriate, to evaluate the extent and magnitude of deflection.
2. Get access to backfill material so that sampling and possibly in-place density testing can be performed.
3. Perform a geotechnical boring in the backfill to evaluate conditions (moisture content and density profile in particular)
4. Discussions with specialty contractors the possibility and alternatives for adding tiebacks to aid in stabilization of the wall.
5. Provide soil parameters required for KH to perform a structural analysis on the soldier pile wall.
6. Location of water table.

Parking Garage Scope:

1. Perform up to seven (7) cores to evaluate (Patch with a high early strength, non-shrink grout)
2. Perform petrographic analysis
3. Perform chloride ion profile testing
4. Remove loose spalled concrete at 5 locations to evaluate extent of reinforcement deterioration. (Patch with a non-shrink grout)
5. Remove grout at 5 PT pocket locations to inspect cable ends. (Patch with a non-shrink grout)

Task 3: Limited Structural Analysis of Soldier Pile Wall and Concrete Retaining Wall

1. As no as-built plans were available, utilize field measurements and geotechnical investigation to perform a limited structural analysis of the existing soldier pile wall and cast-in-place concrete retaining wall.
2. For the concrete retaining wall, evaluate flexural capacity of stem wall and allowable deflection.
3. For the soldier pile wall evaluate the flexural capacities and allowable deflections of the wooden lagging and steel soldier piles.
4. Based on the results of the structural analyses, provide repair and rehabilitation recommendations.
5. Incorporate findings of the structural analyses into the final report.

ADDITIONAL SERVICES

Any services not specifically provided for in the above scope will be billed as additional services and performed at our then current hourly rates. Additional services we can provide include, but are not limited to, the following:

1. Additional meetings
2. Chain drags of entire deck floors (with emptied parking deck)
3. Destructive testing not listed in this scope of work to evaluate areas not readily visible
4. Condition assessments of other parking garages owned by the Client.
5. Building code analysis.
6. Complete lighting analysis and recommendations for upgrade to more efficient lighting system.
7. Accessibility or life safety reviews.
8. Traffic and vehicular queuing analysis.
9. Completing permit related services.
10. Any delays to the project schedule beyond 30 days from dates identified shall be considered a significant delay to the scope of the project. If such a delay results in additional efforts on the part of Kimley-Horn, the associated fees will be considered as an additional service and will be mutually agreed to and approved by Client prior to proceeding with project.
11. Revisions to drawings due to changes requested by the Client after issue for bid constitute a change in scope and increase in fee. Kimley-Horn will receive prior authorization and approval to make the changes prior to commencement of services. These changes will be completed on an hourly basis plus expenses, or a lump sum agreement as approved prior to the services being provided.

INFORMATION PROVIDED BY CLIENT

We shall be entitled to rely on the completeness and accuracy of all information provided by the Client or the Client's consultants or representatives. The Client shall provide all information requested by Kimley-Horn during the project including, but not limited to, the following:

1. Previous condition assessment reports.
2. As-built plans.
3. Access to the parking garage.

SCHEDULE

We will provide our services as expeditiously as practicable with the goal of meeting our mutually agreed upon schedule.

FEE AND EXPENSES

Kimley-Horn will perform the Services in Tasks 1,2 and 3 for the total lump sum fee below. Individual task amounts are informational only. All permitting, application, and similar project fees will be paid directly by the Client.

Task	Scope of Services Task	Structural Fees	Fee Type
1	Site Visit, Report and Meetings	$56,300	LS
2	Geotechnical Investigation	$28,750	LS
3	Limited Structural Analysis of Soldier Pile Wall and Concrete Retaining Wall	$12,700	LS
	Total Lump Sum Services	**$97,750**	**LS**

Lump sum fees will be invoiced monthly based upon the overall percentage of services performed. Reimbursable expenses will be invoiced based upon expenses incurred. Payment will be due within 25 days of your receipt of the invoice and should include the invoice number and Kimley-Horn project number.

PARK CITY MUNICIPAL CORPORATION
DESIGN PROFESSIONAL SERVICES AGREEMENT

EXHIBIT "B"

PAYMENT SCHEDULE FOR "EXTRA" WORK

N/A

PARK CITY MUNICIPAL CORPORATION
DESIGN PROFESSIONAL SERVICES AGREEMENT

EXHIBIT "C"

CERTIFICATE OF INSURANCE

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 12/13/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Edgewood Partners Ins. Center/Greyling
3780 Mansell Rd. Suite 370
Alpharetta GA 30022

APPROVED

CONTACT NAME: Jerry Noyola
PHONE (A/C, No, Ext): 7702207699 **FAX (A/C, No):** 7702207699
E-MAIL ADDRESS: greylingcerts@greyling.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : National Union Fire Ins Co of Pittsburg	19445
INSURER B : Allied World Assurance Co (U.S.) Inc.	19489
INSURER C : New Hampshire Insurance Company	23841
INSURER D : Lloyd's of London	85202
INSURER E :	
INSURER F :	

INSURED KIMLASS
Kimley-Horn and Associates, Inc.
421 Fayetteville Street, Suite 600
Raleigh, NC 27601

COVERAGES **CERTIFICATE NUMBER:** 1621509096 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE X OCCUR X Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT X LOC OTHER:			GL5268169	4/1/2023	4/1/2024	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 2,000,000 $ 1,000,000 $ 25,000 $ 2,000,000 $ 4,000,000 $ 4,000,000
A A	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY			CA4489663 CA2970071	4/1/2023 4/1/2023	4/1/2024 4/1/2024	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 2,000,000 $ $ $
B	X **UMBRELLA LIAB** X OCCUR X **EXCESS LIAB** CLAIMS-MADE DED X RETENTION $ 10,000			03127930	4/1/2023	4/1/2024	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000
C C	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N: N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		WC015893685 (AOS) WC015893686 (CA)	4/1/2023 4/1/2023	4/1/2024 4/1/2024	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
D	Professional Liab			B0146LDUSA2304949	4/1/2023	4/1/2024	Per Claim Aggregate	$2,000,000 $2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Re: China Bridge Parking Garage Conditions Assessment; Arnoldo Artiles. Park City Municipal Corporation, its officers, officials, employees and volunteer are named as Additional Insureds with respects to General & Automobile Liability where required by written contract. Separation of Insureds applies to the General Liability Policy. The above referenced liability policies with the exception of workers compensation and professional liability are primary & non-contributory where required by written contract. Waiver of Subrogation in favor of Additional Insured(s) where required by written contract & allowed by law. Should any of the above described policies be cancelled by the issuing insurer before the expiration date thereof, 30 days' written notice (except 10 days for nonpayment of premium) will be provided to the Certificate Holder.

CERTIFICATE HOLDER

Park City Municipal Corporation
P.O. Box 1480
Park City UT 84060-1480

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Gregg Buchholz

ENDORSEMENT

This endorsement, effective 12:01 A.M. 04/01/2023
forms a part of Policy No. 448-96-63
issued to KIMLEY-HORN AND ASSOCIATES, INC.
by NATIONAL UNION FIRE INSURANCE COMPANY OF PITTSBURGH, PA.

ADDITIONAL INSURED - WHERE REQUIRED UNDER CONTRACT OR AGREEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

SCHEDULE

ADDITIONAL INSURED:

ANY PERSON OR ORGANIZATION FOR WHOM YOU ARE CONTRACTUALLY BOUND TO PROVIDE ADDITIONAL INSURED STATUS BUT ONLY TO THE EXTENT OF SUCH PERSON'S OR ORGANIZATION'S LIABILITY ARISING OUT OF THE USE OF A COVERED AUTO.

I. **SECTION II - COVERED AUTOS LIABILITY COVERAGE, A. Coverage, 1. - Who Is Insured,** is amended to add:

d. Any person or organization, shown in the schedule above, to whom you become obligated to include as an additional insured under this policy, as a result of any contract or agreement you enter into which requires you to furnish insurance to that person or organization of the type provided by this policy, but only with respect to liability arising out of use of a covered "auto". However, the insurance provided will not exceed the lesser of:

(1) The coverage and/or limits of this policy, or

(2) The coverage and/or limits required by said contract or agreement.

AUTHORIZED REPRESENTATIVE

POLICY NUMBER: 526-81-69

COMMERCIAL GENERAL LIABILITY
CG 20 10 12 19

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location(s) Of Covered Operations
ANY PERSON OR ORGANIZATION WHOM YOU BECOME OBLIGATED TO INCLUDE AS AN ADDITIONAL INSURED AS A RESULT OF ANY CONTRACT OR AGREEMENT YOU HAVE ENTERED INTO.	PER THE CONTRACT OR AGREEMENT.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. **Section II** – **Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or

2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and

2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or

2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III** – **Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or

2. Available under the applicable limits of insurance;

whichever is less.

This endorsement shall not increase the applicable limits of insurance.

POLICY NUMBER: 526-81-69

COMMERCIAL GENERAL LIABILITY
CG 20 37 12 19

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location And Description Of Completed Operations
ANY PERSON OR ORGANIZATION WHOM YOU BECOME OBLIGATED TO INCLUDE AS AN ADDITIONAL INSURED AS A RESULT OF ANY CONTRACT OR AGREEMENT YOU HAVE ENTERED INTO.	PER THE CONTRACT OR AGREEMENT.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. **Section II** – **Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the Schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following is added to **Section III** – **Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable limits of insurance;

whichever is less.

This endorsement shall not increase the applicable limits of insurance.

City Council Staff Report

Subject: Request for Approval of Type 2 Convention Sales Licenses for Operation during the 2024 Sundance Film Festival
Author: Sydney Anderson, Business License Specialist
Department: Finance
Date: January 16, 2024
Type of Item: Consent

Recommendation

Review and consider approving the Type 2 Convention Sales License (CSL) applications listed in Exhibit A for operation during the 2024 Sundance Film Festival (Festival) contingent on passing the Final Inspection Post Application (FIPA).

Executive Summary

Exhibit A lists all the Type 2 Convention Sales License applicants to date pending approval. The applicants have obtained a pre-inspection prior to application (PIPA), provided a site/floor plan stamped by a design professional with occupant load, and paid the applicable license and trash fees. We are requesting approval of the applications for Convention Sales Licenses during the 2024 Sundance Film Festival.

Analysis

The Festival attracts an increasing number of businesses/entities which conduct business within the Park City (City) limits on a short-term basis. These entities are not affiliated with the Festival, nor are they official sponsors. The increase in the number of these entities has created health, safety, and wellness concerns for the City and its residents, including the City's ability to provide basic Police, safety, and emergency services. The Finance Department, as well as other departments, are inundated with Type 2 Convention Sales License applications in the months and weeks before the Festival starts.

The Municipal Code for Type 2 CSLs allows the City to address issues related to adverse impacts or carrying capacity issues related to the licensed activity and volume. It also allows service departments, event staff, and public safety to obtain a more adequate picture of the total public service demands for the Festival in a timeframe that provides for service level and cost adjustments.

Municipal Code 4-7-3 (B)(2) states that Council retains authority to approve Type 2 CSL license applications. Prior to Council's consideration of the Type 2 CSL license applications, the applicant must have a pre-inspection prior to application (PIPA). This inspection will highlight any issues related to the space prior to their final inspection. The inspection must accompany the license application along with accurate floor plans stamped by a design professional, including the occupant load.

The process for a Type 2 CSL is as follows:

1. Obtain floor plans stamped by a design professional
2. Obtain a PIPA
3. Obtain receipt showing payment to Republic Services to cover trash impacts (one receipt *per applicant*).
4. Submit application with site plan, PIPA, and pay the appropriate fee
5. Finance requests approval from City Council
6. Obtain Council approval
7. Obtain a FIPA
8. Issue license

All of the attached applications have met the Municipal Code standards and have completed department review. No adverse impacts or carrying capacity issues have been identified with the applications.

Exhibits

Exhibit A - List of Locations

Event Name	Event Address	Regular Tenant	
Alessi Hartigan Casting LLC	427 Main St.	The Cabin	
Darling Society Olive & Tweed pop up	608 Main St.	Olive & Tweed	
The Wrap News Part of Inspire Lounge	268 Main St. Top Floor	The Premiere	
Beverly Hills Rejuvination part of Inspire Lounge	268 Main St. Top Floor	The Premiere	
PC Fashion Week	7520 Royal	Goldener Hirsch	
Impact Lounge	675 Main R8	Vacant, BL pending	
502 Film (Kentucky Film)	427 Main St.	The Cabin	
ACCESS FILM MUSIC LLC	427 Main ST.	The Cabin	
The Rockefeller FoundationImpact Lounge	675 Main R8	SRC MAIN STREET OWNER I, LLC	
Omidyar at Impact Lounge	675 Main R8	SRC MAIN STREET OWNER I, LLC	
Norman Lear Media Center at Impact Lounge	675 Main R8	SRC MAIN STREET OWNER I, LLC	
Caring Across Generations at Impact Lounge	675 Main R8	SRC MAIN STREET OWNER I, LLC	
National Domestic Workers Alliance at Impact Lounge	675 Main R8	SRC MAIN STREET OWNER I, LLC	
Stanford Social Innovation ReviewImpact Lounge	675 Main R8	SRC MAIN STREET OWNER I, LLC	
Utah State University at Impact Lounge	675 Main R8	SRC MAIN STREET OWNER I, LLC	
Social Impact Entertainment at Impact Lounge	675 Main R8	SRC MAIN STREET OWNER I, LLC	
Participant Media at Impact Lounge	675 Main R8	SRC MAIN STREET OWNER I, LLC	
1 Community at Impact Lounge	675 Main R8	SRC MAIN STREET OWNER I, LLC	
TED at Impact Lounge	675 Main R8	SRC MAIN STREET OWNER I, LLC	
Media.com Impact Lounge	675 Main R8	SRC MAIN STREET OWNER I, LLC	
Cincinatti Film (Kentucky Film)	427 Main St.	The Cabin	
We Rehearse Inc. (WeAudition)	427 Main St.	ChefDance	

City Council Staff Report

Subject: Approve Second Addendum to WCG Contract for Additional Traffic Modeling Services
Author: John Robertson, City Engineer
Department: Engineering
Date: January 16, 2024
Type of Item: Consent

Recommendation

Review and consider a request to authorize the City Manager to execute a 2nd Amendment to a Design Professional Services Agreement with WCEC Engineers, Inc. DBA Wall Consultant Group (Consultant) in a form approved by the City Attorney, to provide additional transportation modeling services not to exceed $66,000, for a total contract of $133,980.

Executive Summary

In September 2022, after a lengthy discussion with the Planning Commission, we contracted for professional consulting services related to building a traffic model for major intersections in the City, calibrating the model for consistency with existing conditions, and running a scenario of a one-way traffic loop along the City's major corridors. The intersections analyzed included:

- Park Avenue/Kearns Blvd.;
- Park Avenue/Deer Valley Drive/Empire Avenue;
- Bonanza/ Deer Valley Drive; and
- Bonanza/Kearns Blvd.

Upon completion of the preliminary modeling, there was evidence of improved levels of service at the interesections to support additional detailed scenario evaluations and interest from the Planning Commission, so an addendum to the original contract was executed to accommodate the additional work. The cost to perform the original scope of work was $24,974.10, and the first addendum was $43,006.00, totaling $67,908.10, which is consistent with our procurement policies. The additonal analysis revealed that the proposed one way circulation pattern between the above listed intersections did not significantly improve vehicle travel times through the corridor to justify the significant and costley improvements along State Route 248 (SR248) east of the Bonanza/SR248 intersection that would be required.

The proposed second addendum, which requires Council approval, will expand the model project limits and include additional intersections along Kearns Blvd from the SR 248/US 40 interchange to the Deer Valley "Y" intersection. The cost is $66,000, bringing the total contract amount to $133,908.

Expanding the existing model aims to understand the impact of adding traffic volumes to the already congested corridor during peak periods. Specifically, we are interested in the traffic conditions "downstream" of Deer Valley, Main Street, and Empire Pass areas.

We also believe the Planning Commission will utilize this information as part of any large scale MPDs, including updated applications for the resort base areas.

This additional modeling will provide City staff and Planning Commission objective existing conditions (as opposed to applicant commissioned traffic studies) and project future conditions at locations relatively far away from their proposed development yet impacted by multiple factors beyond project application boundaries.. In addition to the Planning Commission use, the analysis will also aid staff in prioritizing updates to the transportation short and long term planning efforts, capital facility planning for impact fee projects analysis, and capital improvement planning. . At any given time, numerous types of trips occur that converge during peak periods and result in congestion, and they originate from various locations.

In addition to modeling the longer corridor sections of the roadway, it will be necessary to increase the number of intersections analyzed, which include the following:

- Thaynes Canyon Dr/ Snow Creek Drive
- Aerie Drive/Deer Valley Drive
- Main Street /Deer Valley Drive
- Swede Alley/Deer Valley Drive
- Sunnyside Drive/Rossie Hiil Drive/Deer Valley Drive
- Mellow Mountain Road/Deer Valley Drive
- Amber Road/Deer Valley Drive
- Sidewinder Drive/Kearns Blvd.
- Comstock Driver/Kearns Blvd.
- Buffalo Bil Drive/Kearns
- Wyatt Earp Way/Kerns Blvd.
- Richardson Flatt Road/Kearns Blvd
- US-40 Eastbound Ramps/Kearns Blvd.
- US 40 Westbound Ramps/Keanrs Blvd
- Old Highway 40/SR248

Including the additional intersections with the roadway segments, provides a model that, when calibrated with existing traffic volumes matches “real world” conditions that, in turn, results in an accurate analysis of future scenarios and the ability to determine effective mitigations in addressing the impact of future traffic volumes.

Funding

Funding for these services will come from the operating budgets of the Engineering and Transportation Planning departments.

Exhibits

- A - Second Addendum & Scope of Services

SECOND AMENDMENT TO DESIGN PROFESSIONAL SERVICES AGREEMENT

This Second Amendment ("**Amendment**") is between PARK CITY MUNICIPAL CORPORATION, a Utah municipal corporation ("**PCMC**"), and WCEC ENGINEERS, INC, a Utah corporation, DBA WALL CONSULTANT GROUP (the "**Design Professional**").

The parties entered into the Design Professional Services Agreement on 09/27/2022 (the "**Original Agreement**").

The parties entered into the First Addendum to the Original Agreement on 04/25/23.

The parties desire to amend the Original Agreement and addenda to expand the physical limits of the study area as described in the scope of services of the Original Agreement to include upstream and downstream intersections as described in **Schedule A**, increase the total amount of the contract, and extend the termination date of the contract.

The parties therefore agree as follows:

ARTICLE 1 – AMENDMENTS.

A. Extension of Term. The term of the Original Agreement and addenda is amended to end at midnight on 06/01/2024 unless terminated sooner or extended in writing.

B. Scope of Service. The Scope of Services is amended to include work reflected in the attached **Schedule A**.

C. Compensation. For the performance of the amended Scope of Services, PCMC shall pay a total fee in an amount not to exceed **$66,000.00** for a total contract fee in an amount not to exceed **$133,980.10.**

D. Other Terms. Except as modified herein, all other terms and conditions of the Original Agreement and addenda shall remain in full force and effect.

Each party is signing this Amendment on the date stated opposite that party's signature.

PARK CITY MUNICIPAL CORPORATION, a Utah municipal corporation

Date: _____ By: _____
Matt Dias
City Manager

Attest:

_____
City Recorder's Office

Approved as to form:

_____
City Attorney's Office

WCEC ENGINEERS, Inc., a Utah corporation
DBA Wall Consultant Group
2139 S 1260 W
Salt Lake City, UT 84119
Tax ID #: _____
PC Business License #: BL____N/A_____

Date: _____ By: _____
Gary Horton
Vice President
An authorized signer

SCHEDULE A – AMENDED SCOPE OF SERVICES

The purpose of this contract amendment is to extend the Vissim model extents from Design Professional's One-Way analysis for the major roads and intersections in Park City.

Scope of Work

Task 1: *Project Kick-off & Coordination Meeting*

Design Professional will attend one kick-off and coordination meeting or phone call with PCMC's Representative and PCMC staff to discuss the modeling effort, as well as information and data that can be made available to Design Professional to create a calibrated Vissim model that will meet PCMC's needs and accurately represent existing conditions in Park City.

Task 2: *Data Evaluation, Collection, and Discussion*

Design Professional will review and evaluate all available traffic data from various sources. Data sources are anticipated to include PCMC, Summit County, previously completed traffic analyses, UDOT traffic studies, UDOT's ATSPM database, etc. Design Professional will review the available data and evaluate its validity and applicability for this modeling effort. It is assumed that peak hour count data for all signalized intersections along SR-224 and SR-248 can be gathered from existing sources (such as UDOT's ATSPM database or previous studies). However, it is assumed that unsignalized side streets must be counted. Therefore, we assume that up to eight (8) intersection turning movement counts will need to be collected for the model. These counts will be adjusted to peak winter conditions using calibration factors developed in the analysis.

Design Professional will attend one meeting with PCMC to discuss the available data, collected data, and the adjustment process to create a consistent peak winter condition. This meeting aims to generate buy-in from all parties of a representative data set that will be used for the analysis.

Task 3: *Calibrated Existing Conditions Vissim Model*

Design Professional will build and calibrate an existing conditions Vissim model to include the following intersections:

- Thaynes Canyon Drive / Snow Creek Drive / Park Avenue (SR-224)
- Kearns Boulevard (SR-248) / Park Avenue (SR-224) *– Data Already Collected*
- Empire Avenue / Park Avenue (SR-224) / Deer Valley Drive (SR-224) *– Data Already Collected*
- Bonanza Drive / Deer Valley Drive (SR-224) *– Data Already Collected*
- Aerie Drive / Deer Valley Drive (SR-224)
- Main Street / Deer Valley Drive (SR-224)
- Swede Alley / Deer Valley Drive (SR-224)
- Marsac Avenue / Deer Valley Drive (SR-224) *– Data Already Collected (DV)*
- Sunnyside Drive / Rossie Hill Drive / Deer Valley Drive
- Mellow Mountain Road / Deer Valley Drive

- Deer Valley Drive North / Deer Valley Drive South – *Data Already Collected (DV)*
- Doe Pass Road / Deer Valley Drive South – *Data Already Collected (DV)*
- Royal Street / Deer Valley Drive South – *Data Already Collected (DV)*
- Doe Pass Road / Deer Valley Drive East – *Data Already Collected (DV)*
- Queen Esther Drive / Deer Valley Drive East – *Data Already Collected (DV)*
- Solamere Drive / Deer Valley Drive North – *Data Already Collected (DV)*
- Amber Road / Deer Valley Drive North
- Bonanza Drive / Kearns Boulevard (SR-248) – *Data Already Collected*
- Sidewinder Drive / Kearns Boulevard (SR-248)
- Comstock Drive / Kearns Boulevard (SR-248)
- Buffalo Bill Drive / Kearns Boulevard (SR-248)
- Wyatt Earp Way / Kearns Boulevard (SR-248)
- Richardson Flatt Road / Kearns Boulevard (SR-248)
- Round Valley Drive / Kearns Boulevard (SR-248)
- US-40 Eastbound Ramps / Kearns Boulevard (SR-248)
- US-40 Westbound Ramps / Kearns Boulevard (SR-248)
- Old Highway 40 / SR-248

The model will simulate existing traffic conditions during the morning and evening peak hours on a weekday during the winter season. In addition to vehicular traffic, pedestrian traffic and transit routes (with major transit stops) will be included in the simulation. Intersection level of service, 95th percentile queues, and travel times on key routes will be reported.

Task 4: *PCMC Coordination Meeting Attendance*
Design Professional will attend one meeting with PCMC staff to discuss the calibrated model, receive feedback, and discuss the results.

Task 5: *Calibrated Existing Conditions Plus Deer Valley Snow Park Improvements Vissim Model* Once the existing conditions Vissim model is calibrated and validated, Design Professional will update the model to include the proposed Deer Valley improvements. This updated model will be used to understand better and evaluate the proposed mitigation measures and traffic impacts of the proposed development. Output will include intersection level of service, 95th percentile queues, and travel times on key routes.

Task 6: *PCMC & Deer Valley Meeting Attendance*
Design Professional will attend a meeting with PCMC staff and Deer Valley staff to coordinate on the Snow Park Improvements model, answer questions and discuss the results.

Assumptions
This scope of work does not include any meetings beyond those specifically identified in the scope of work. If additional data collection or meetings are necessary, they can be billed on a time and materials basis upon written request.

Cost Estimate

The cost to complete the tasks identified in the scope of work will be **$66,000**.

Schedule

We anticipate completing the existing conditions model by the end of the year (December 2023) and the Snow Park Conditions model by the end of January 2024, assuming receipt of written authorization to proceed in October 2023.

City Council Staff Report

Subject: Ranked Choice Voting
Author: Michelle Kellogg, City Recorder/Election Official
Department: Executive
Date: January 16, 2023
Type of Item: Informational

Several Council members and the Mayor expressed an interest in conducting a Ranked Choice Voting (RCV) policy discussion. Although RCV has existed in some countries for over a century, it is a relatively new format in Utah. RCV has grown in popularity in some parts of the United States over the past few years.

In order to facilitate a quality policy discussion, we invited representatives from Utah RCV and the Summit County Clerk's Office to participate by sharing their first-hand experiences and to help answer your potential questions.

Background

Ranked Choice Voting (also known as instant runoff voting) has voters numerically rank candidates in order of their preference. For example, in a single-office election (Mayoral), if any candidate wins over 50% of the votes during the first round, they are the winner. But if no candidate crosses that threshold, the last-place finisher is eliminated, and that candidate's votes are reallocated to the voters' next choice. This process is repeated as necessary until a candidate wins over 50% of the votes, at which time they are deemed the winner of the election.

In a multi-winner or multi-seat election, like our City Council elections whereby we fill two or three Council seats simultaneously during one election, the first candidate to reach 50%+1 is removed from the ballot and awarded a seat. Then a second round of scoring commences to determine the second-place winner, and so forth for a third-place winner. The same method of eliminating the last-place finisher and reallocating votes until a candidate reaches 50%+1 is used to award each seat.

In 2018, the Utah State Legislature passed HB 35, which established an RCV pilot program through January 1, 2026. As a result, communities are able to opt in during a municipal election cycle if they desire RCV. Communities that signed up for the RCV pilot program are learning and experiencing some of the outcomes in real-time that we can learn from. For example, two municipalities used RCV in 2019, 21 in 2021, and 12 in 2023. Like any new or emerging election methodology, there are many proponents and opponents of RCV, and elections and election methodologies are always a very sensitive area of public policy.

Analysis

Proponents of RCV often highlight several potential benefits in favor of its implementation and outcomes. Some common points made by supporters of RCV include:

- Elimination of Vote Splitting: RCV helps address the issue of vote splitting, where similar candidates can divide a large voter base, potentially leading to the election of a less-preferred candidate.
- Majority Support: Advocates argue that RCV ensures that the winning candidate has the support of a majority of voters, as the ranking process continues until one candidate receives more than 50% of the votes cast.
- Reduced Negative Campaigning: Supporters claim that RCV promotes more positive and issue-focused campaigning, as candidates seek to appeal to a broader audience to secure second or third-choice votes from voters.
- Enhanced Representation: RCV can potentially lead to the election of candidates who better represent the broader views of the overall electorate, as it allows voters to express preferences for more than one candidate.
- Minimization of Spoiler Effects: With RCV, some candidates are less likely to be viewed as election spoilers, as voters can rank candidates without fear of wasting their vote or indirectly helping their least-preferred candidate(s).
- Primary Election Time and Cost Savings: With RCV, the election focus is two or three months instead of four to five months, often in two phases. Specifically, RCV eliminates the need for primary elections, potentially saving resources for both the administration of elections (ballot printing, postage, poll workers, technology) and for candidates campaigning for office.

Opponents of RCV are often just as fervent in voicing their concerns and criticisms about the methodology. Some common arguments against RCV include:

- Complexity and Confusion: Critics argue that RCV is complex for voters to understand, potentially leading to confusion and a higher likelihood of errors in the voting process. They suggest that a straightforward voting method is preferable.
- No Clear Majority: Some argue that RCV may not always result in a candidate with a majority of first-choice votes, especially in crowded fields. They contend that a candidate preferred by a majority of voters in the first round may not necessarily win under RCV, which results in after-election confusion and frustration.
- Potential for Strategic Voting: Critics express concerns that RCV might encourage strategic voting, where voters rank candidates not based on their true preferences but on tactical considerations to ensure a desired outcome. They argue this can lead to a less genuine expression of voter preferences.
- Increased Campaigning and Election Costs: Some opponents argue that RCV may lead to more expensive and time-consuming campaigns, as candidates try to appeal to a broader range of voters to secure second or third-choice rankings. Municipalities may also incur additional costs due to longer ballots which could also result in higher postage costs.
- Voter Disenfranchisement: Critics raise concerns about voters who may find the RCV process confusing or challenging, potentially leading to disenfranchisement, especially among certain demographic groups.
- Questionable Impact on Representation: Some critics question whether RCV genuinely leads to more representative outcomes, arguing that it may not necessarily result in better representation of underrepresented groups and views.

- Votes May Not be Counted: In certain scenarios, a voter's selection in a multi-winner election may not count in the final tally of the official election count. This is often cited as a source of frustration.

It is important to note that the debate over electoral methods is very complex, and perspectives on RCV vary considerably. While proponents highlight its many potential benefits, opponents emphasize potential drawbacks and argue for the retention of more traditional voting methods. Whatever method is desired, public information must be readily available to the public, voters, and candidates well ahead of changing election methodologies.

Implementation Considerations

- How does a Utah city or town implement RCV if desired:
  - Notify the Lt. Governor's Office prior to May 1st of an election year.
  - Adopt a resolution authorizing RCV
  - Contract with the Summit County Clerk's Office to administer the RCV ballot counting process

- What is the approximate budget necessary to implement RCV compared to PCMC's existing voting method:
  - Based upon the last few election cycles, the City would save approximately $12,000 by not conducting a Primary Election (ballot printing and postage costs).
  - Candidates could save on campaigning expenses from foregoing a Primary Election.
  - Increased costs for educational and marketing materials so voters can understand the change in methodology and process.
  - Additional costs for postage and ballots if longer forms are needed for a General Municipal Election.

- Education and Outreach:
  - Considerable efforts would be made if a change is desired to inform and educate the community, including but not limited to:
    - Demonstrations at the Spring and Fall Projects Open Houses.
    - Informational campaigns on social media
    - City website
    - Flyers
    - Online videos demonstrating the ranking process
    - Voter information guide mailed to all registered voters
    - Outreach to local trade associations and stakeholders
    - Mayor and Council leadership

A local and recent example of another jurisdiction using RCV can be found in Heber City. In 2023, Heber City held a multi-winner municipal RCV General Election and eliminated an otherwise mandatory Primary Election based upon the number of candidates. Heber City voters elected 3 council members from a field of 11 different candidates. Please see the tabulation summaries in Exhibit A.

Clear, transparent, and predictable municipal elections are a top priority for any local City or town. Trust in the election process, how it works, schedules, and methodologies are paramount to effective governance. As RCV is studied, staff requires clear direction from Council on how to administer future elections.

Questions for Council

- Do you want staff to continue to study and assess the potential to convert PCMC's municipal election to RCV for the 2025 Mayoral and Council Election?
- If so, what type of additional information and public input would you require to make an informed decision?

Other Resources on RCV

UVU Gary Herbert Institute for Public Policy – RCV in Utah Study

Sutherland Institute – RCV in Utah Study

The Council of State Governments – RCV Data for U.S.

Congressional Research Service – RCV Federal and State Legal Considerations

Exhibits

A: Heber City RCV Election Tabulation

Seat 1 - Heber City Council 2023 Unofficial Results

Tuesday, November 21, 2023

The results of a ranked-choice voting election. | Download Raw Summary Data

Candidate name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Round 9	Round 10
MIKE JOHNSTON	25.87% 710 votes	26.0% 713 votes	26.28% 719 votes	26.73% 730 votes	28.36% 772 votes	30.18% 816 votes	31.51% 842 votes	36.2% 947 votes	40.46% 1,028 votes	59.08% 1,366 votes
CHRISTEN THOMPSON	10.86% 298 votes	11.27% 309 votes	11.73% 321 votes	12.52% 342 votes	14.0% 381 votes	14.61% 395 votes	18.79% 502 votes	21.06% 551 votes	30.07% 764 votes	40.92% 946 votes
AARON CHEATWOOD	12.31% 338 votes	12.8% 351 votes	13.08% 358 votes	13.29% 363 votes	14.66% 399 votes	17.64% 477 votes	19.16% 512 votes	23.74% 621 votes	29.48% 749 votes	
NICK LOPEZ	10.31% 283 votes	10.61% 291 votes	10.96% 300 votes	11.5% 314 votes	12.2% 332 votes	13.24% 358 votes	16.43% 439 votes	19.0% 497 votes		
SID OSTERGAARD	8.96% 246 votes	9.04% 248 votes	9.36% 256 votes	10.29% 281 votes	11.13% 303 votes	13.09% 354 votes	14.11% 377 votes			
JAMI HEWLETT	8.56% 235 votes	8.83% 242 votes	8.99% 246 votes	9.48% 259 votes	10.18% 277 votes	11.24% 304 votes				
PAUL ROYALL III	7.98% 219 votes	8.24% 226 votes	8.41% 230 votes	9.08% 248 votes	9.48% 258 votes					
TORI E BROUGHTON	6.38% 175 votes	6.49% 178 votes	6.87% 188 votes	7.1% 194 votes						
CASEY POWERS	3.86% 106 votes	3.94% 108 votes	4.31% 118 votes							
DANNY HILL	2.7% 74 votes	2.77% 76 votes								
VAUGHN ERIC HOKANSON	2.22% 61 votes									
Inactive Ballots	0 ballots	3 ballots	9 ballots	14 ballots	23 ballots	41 ballots	73 ballots	129 ballots	204 ballots	433 ballots

Seat 2 - Heber City Council 2023 Unofficial Results

Tuesday, November 21, 2023

The results of a ranked-choice voting election. | Download Raw Summary Data

Candidate name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Round 9
AARON CHEATWOOD	19.24% 524 votes	20.04% 545 votes	20.38% 553 votes	20.95% 567 votes	22.13% 593 votes	26.31% 693 votes	32.69% 852 votes	39.24% 990 votes	58.97% 1,371 votes
CHRISTEN THOMPSON	12.16% 331 votes	12.68% 345 votes	13.31% 361 votes	14.19% 384 votes	17.65% 473 votes	19.29% 508 votes	22.45% 585 votes	31.11% 785 votes	41.03% 954 votes
SID OSTERGAARD	15.57% 424 votes	15.77% 429 votes	16.29% 442 votes	17.55% 475 votes	18.36% 492 votes	22.36% 589 votes	25.33% 660 votes	29.65% 748 votes	
NICK LOPEZ	11.57% 315 votes	11.91% 324 votes	12.5% 339 votes	13.3% 360 votes	15.86% 425 votes	17.84% 470 votes	19.53% 509 votes		
TORI E BROUGHTON	10.94% 298 votes	11.07% 301 votes	11.5% 312 votes	11.86% 321 votes	13.13% 352 votes	14.2% 374 votes			
PAUL ROYALL III	10.36% 282 votes	10.62% 289 votes	10.95% 297 votes	11.82% 320 votes	12.87% 345 votes				
JAMI HEWLETT	9.22% 251 votes	9.52% 259 votes	9.8% 266 votes	10.34% 280 votes					
CASEY POWERS	4.77% 130 votes	4.89% 133 votes	5.27% 143 votes						
DANNY HILL	3.38% 92 votes	3.49% 95 votes							
VAUGHN ERIC HOKANSON	2.79% 76 votes								
Inactive Ballots	0 ballots	3 ballots	10 ballots	16 ballots	43 ballots	89 ballots	117 ballots	200 ballots	398 ballots

Seat 3 - Heber City Council 2023 Unofficial Results

Tuesday, November 21, 2023

The results of a ranked-choice voting election. | Download Raw Summary Data

Candidate name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8
SID OSTERGAARD	21.1% 570 votes	21.84% 588 votes	22.55% 604 votes	24.33% 648 votes	26.11% 679 votes	33.19% 830 votes	44.06% 1,065 votes	56.22% 1,266 votes
CHRISTEN THOMPSON	12.95% 350 votes	13.67% 368 votes	14.48% 388 votes	15.77% 420 votes	19.88% 517 votes	22.67% 567 votes	28.26% 683 votes	43.78% 986 votes
NICK LOPEZ	13.69% 370 votes	14.26% 384 votes	14.93% 400 votes	16.18% 431 votes	19.57% 509 votes	24.07% 602 votes	27.68% 669 votes	
TORI E BROUGHTON	14.03% 379 votes	14.41% 388 votes	15.08% 404 votes	15.77% 420 votes	17.57% 457 votes	20.07% 502 votes		
PAUL ROYALL III	13.03% 352 votes	13.6% 366 votes	14.15% 379 votes	15.21% 405 votes	16.88% 439 votes			
JAMI HEWLETT	10.7% 289 votes	11.22% 302 votes	11.68% 313 votes	12.73% 339 votes				
CASEY POWERS	6.4% 173 votes	6.61% 178 votes	7.13% 191 votes					
DANNY HILL	4.26% 115 votes	4.38% 118 votes						
VAUGHN ERIC HOKANSON	3.85% 104 votes							
Inactive Ballots	0 ballots	10 ballots	23 ballots	39 ballots	101 ballots	201 ballots	285 ballots	450 ballots

City Council Staff Report

Subject: Main Street Water Line Replacement Project Construction Mitigation Plan
Author: Griffin Lloyd, Public Utilities Engineer
Department: Public Utilities
Date: January 16, 2024
Type of Item: Staff Report

Executive Summary

Public Utilities, in coordination with other City Departments, utility companies, and Historic Park City Alliance (HPCA), has developed a construction mitigation plan to replace all publicly owned water infrastructure within Main Street. Due to the complexity of the water line replacement project and to minimize impacts to Main Street businesses, residents and visitors, several construction plans have been discussed and weighed to best meet the needs of affected stakeholders.

The following report outlines the general construction mitigation approach that City teams will employ for the upcoming project as we attempt to undertake a major utility improvement project and minimize disruptions to the businesses and the public.

Background

The water infrastructure on Main Street south (uphill) of Heber Avenue is in relatively poor condition after decades of use and needs to be replaced both due to its age and the prevalence of recent failures. Most of the water infrastructure is at the end of its projected life and was last comprehensively replaced in 1984. We had 10 breaks this past summer alone, and we recommend replacing the entire system.

Staff provided an overview of this infrastructure project on December 14, 2023 (minutes, p. 479).

Schedule

Generally, the complex utility improvement project will include the replacement of the main water line, fire service water lines, water meters, fire hydrants, valves, and culinary water service lines to private properties. Given the volume of work required, the replacement is not achievable in a typical and limited Park City construction season (April- November). As a result, we plan to take advantage of the ‘shoulder seasons’ and limit impacts to peak season special events and summer business periods by using a multi-year, phased approach. Though elongated over multiple years, we believe this is superior to impacting an entire year during peak periods.

Due to the extent and complexity of replacing underground utilities on Main Street, the production rate and cost of replacement are relatively unknown. To mitigate the risk of exceeding the financial capability of the water fund or starting a project that cannot be completed in an acceptable timeframe, a section of the Main Street water line replacement, from Heber Avenue to 5th Street, will be designed and bid for construction

from early April to July 1, 2024, as phase 1. In collaboration with local business owners and other stakeholders, the approach to future phases may be adjusted based on the outcomes and costs of this initial phase. During construction of each phase, crews will replace as much of the water line as possible within the construction window, and obtain ongoing feedback regarding our means and methods, and their associated impact on business and customer service.

The proposed phasing is as follows:

- 2024: Phase 1 – Heber Avenue to 5th Street
- 2025: Phase 2 – 5th Street to 3rd Street,
- 2026: Phase 3 – 3rd Street to Swede Alley

Again, the extent and timing of the phases are estimates based on prior replacement projects and will be adjusted year to year based on the amount of work completed.

Business Impacts & Mitigation

Phase I of the project is estimated to impact 32 businesses and property owners directly.

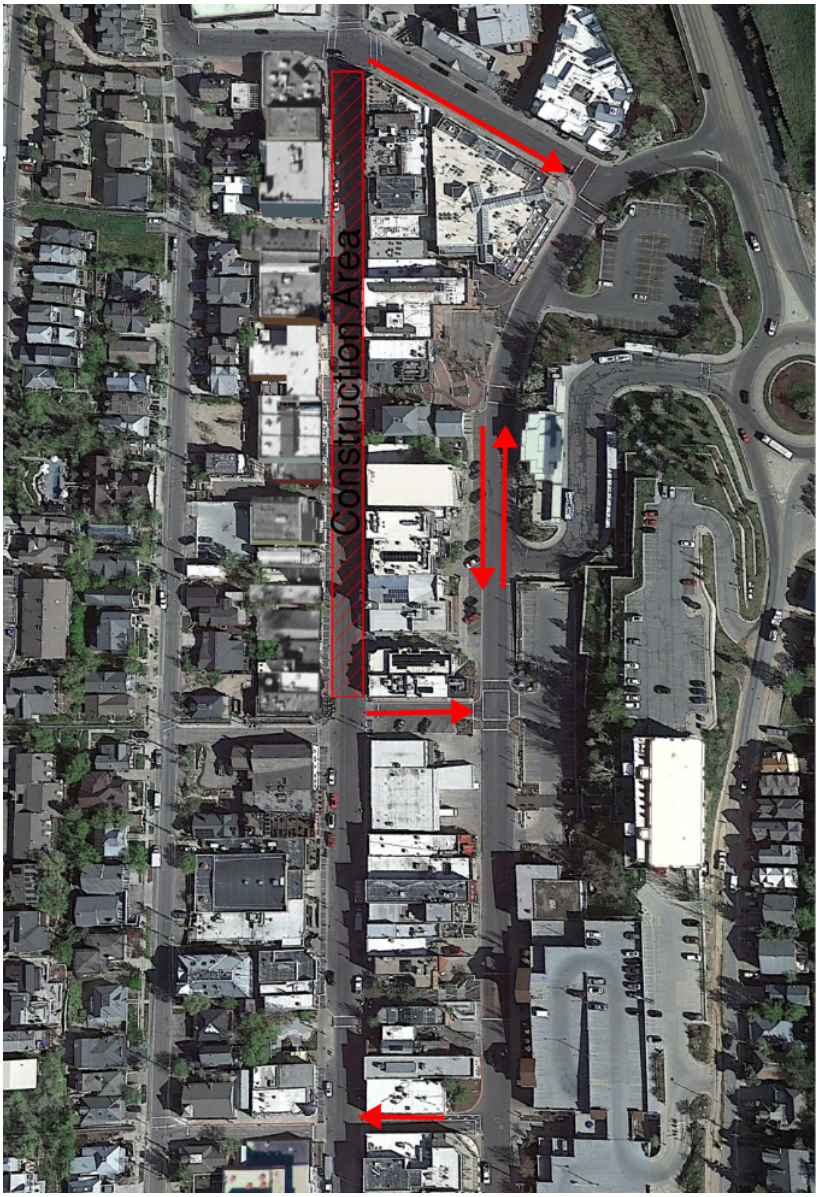
The laterals from the main water line to each building will be replaced, requiring intermittent sidewalk closures. Each sidewalk closure will accommodate the removal of the sidewalk from the curb to the building, replacement of the lateral, and backfilling of a trench. We will work with the contractor to provide a minimum of three days to each business affected by this type of closure, and the duration of each closure will be kept to a minimum, of a day or two.

Temporary walking surfaces will be required and provided until full restoration of the sidewalk can be completed, which typically takes 2 weeks. We plan to have a singular point of contact for local businesses and property owners seeking information and media inquiries.

Traffic Impacts

Several traffic flow alternatives were presented to stakeholders, including full road closures, one-way traffic options, and traffic control methods (flaggers, lights, etc.). A hybrid approach with a full closure for vehicles during the day and opening of at least one lane to vehicles in the evenings was selected as most favorable to all stakeholders. Fully closing sections of Main Street to vehicles will allow construction to move faster and more efficiently and provide a safer passage through the construction area for pedestrians and continued access to businesses.

Traffic closures in the construction area will typically run from 7:00 a.m. to 7:00 p.m., Monday to Friday, and fully reopen at night and on weekends to allow for at least one lane of vehicle travel. Construction crews will work closely with businesses and our project manager to accommodate deliveries during the day and maintain emergency vehicle access. Construction equipment, supplies, and materials will then be secured and stored on the shoulders of Main Street at night to allow for vehicle travel.



The preferred detour is to route traffic through Heber Avenue to Swede Alley and then to Main Street via 4th Street and Swede Alley. One way traffic on 4th and 5th street will switch directions during construction to allow northbound traffic to detour to Swede Alley via 5th Street. Appropriate signage will be added to aid traffic around the construction area and proactive outreach to area businesses will occur during weekly construction update meetings, including an active website and text messages to those that sign up for alerts and information.

Parking

Due to the space needed for construction, material loading and off-loading, as well as business deliveries, parking in the construction area will not be allowed, even though the road will be open to two-way traffic again in the evening. With past projects in the area, it was found that prohibiting parking in the construction area allowed crews to progress more efficiently and gave pedestrians a larger buffer from the construction. Prohibiting parking at night eliminated the need for parked vehicles blocking construction equipment to be moved each morning and the need for enforcement. We are working with the Parking Division to made accommodations to paid parking rates during these periods of construction interruption.

Transit

The road closure will disrupt the Trolley service on Main Street. Transit will discontinue service of the Trolley or run the trolley in an alternate pattern during construction hours and open it back up at night.

Other Utility Coordination

Park City Public Utilities contacted all utility companies with facilities in the area to inquire if other utility replacements could occur simultaneously to eliminate future project impacts. No other utilities expressed the need for replacement, as most of the dry utilities in the area were replaced in recent years. Snyderville Basin Water Reclamation District evaluated their sanitary sewer system along Main Street and found it sufficient, noting that any future project(s) would involve lining, not total replacements.

Public Utilities also coordinated the City Engineering and Building Departments, and other private entities to determine interest in road cuts in the coming years. A private wireless company plans to install antennas on and under light poles throughout Main Street. Public Utilities will closely coordinate with the company so that water line project disruption and road cuts are kept to a minimum. We will also work with the Building Department to limit private projects during construction.

Coordination among all entities will help ensure that pavement rehabilitation can directly follow once the water line replacement is complete.

Economic Impacts

Staff recognizes that the project will cause potential disruption to Main Street businesses. As such, the Economic Development and Data Analytics department is investigating the possibility of repurposing the City's economic development grants program to focus more on construction mitigation for Park City businesses. Potential grants to businesses cannot likely be given as direct revenue replacement. However, potential grants to businesses for enhanced marketing and client communication are a possibility should Council wish to consider the idea. Potential budget impacts and/or

budget requests are being estimated and staff plans to return to Council with more details on this front.

Public Outreach

Initial outreach with City Departments, the HPCA, Park City Police Department, Park City Fire Department, and other utility companies is already well underway. Public Utilities also intends to contract with an outreach firm and utilize the City's Community Engagement team to support public information and outreach efforts with the community and stakeholders. These engagement efforts will begin ahead of the project's start date and continue through the duration.

Elements of the outreach plan will include:

- Developing a stakeholder/outreach contact list;
- Project website, email, phone number for information, questions, and concerns;
- Regular project update communication and Social Media updates, as appropriate; and
- Project informational signs.

City Council Staff Report

Subject: GRAMA, OPMA, and Ethics Training
Authors: Margaret Plane, City Attorney
Michelle Kellogg, City Recorder
Department: City Attorney's Office and Executive
Date: January 16, 2024

Background

The City Council will receive training on the Open and Public Meetings Act (OPMA), the Government Records Access and Management Act (GRAMA), and ethics regulations including the Municipal Officers and Employees Ethics Act (MOEAA).

Analysis

OPMA

OPMA is the state law that requires the actions and deliberations of the state and its political subdivisions to be conducted openly. The City Council will review a training video prepared by the Office of the State Auditor, which describes public meetings, public hearings, closed meetings, agendas, notice requirements, and minutes and recordings. A discussion of key provisions will follow.

GRAMA

GRAMA recognizes the public's right to access information about the conduct of the public's business and the right of privacy to personal data collected by the government. Under GRAMA, a record is public unless otherwise expressly provided by statute. The statute enumerates more than 150 types of records that are private, controlled, or protected. Many materials are excluded from the definition of "record," such as temporary drafts, proprietary software, a daily calendar for personal use, and material that is legally owned by an individual in the individual's private capacity.

In November 2022, all City departments other than Police started using Next Request software to better facilitate receiving and responding to records requests. Exhibit A summarizes the number of requests received by each department in 2023. The number of GRAMA requests has increased over the last five years:

Year	GRAMA Requests (excluding Police)
2019	314
2020	397
2021	409
2022	372
2023	437

The Police Department has a separate GRAMA process. In 2023, the Police Records Clerk received 644 GRAMA requests and prepared 753 police incident reports in response. Video (bodycam/car cam/other) was provided for 55 GRAMA requests.

Ethics

All City officers and employees must follow MOEAA, which sets up standards of conduct and requires disclosure of actual or potential conflicts between personal interests and public duties. City Code 3-1 also regulates conflicts of interest.

The Declaration of Policy in Park City Code section 3-1-1 captures the expectations of public service: “The proper operation of democratic government requires that public officials and employees be independent, impartial and responsible to the people; that government decisions and policy be made in the proper channels of the governmental structure; that public office not be used for personal gain; and that the public have confidence in the integrity of its government.”

The general principles of the ethics rules are simple:

- Openly disclose conflicts. Avoid actions or creating perceptions that your votes can be influenced or bought.
- Don’t use information or contracts to your personal benefit. It is improper to profit from your public service, and you must recuse yourself from voting on any question in which you have a substantial interest.
- Don’t tell secrets. Council Members receive confidential information relating to property sales or purchases; personnel matters; litigation; and beyond. The confidentiality belongs to the organization and, with limited exceptions, only a majority of the Council may decide to disclose confidential information.

Effective elected officials recognize conflicts and disclose them; they also know when to recuse themselves from Council discussion and action. The law requires written disclosure of some interests and oral disclosure of others. Disclosure is the minimum standard and is required when these touchstones are met:

1. Do you or a close family member have an interest in an entity that does business or anticipates doing business with the City? Generally, an “interest” is a monetary interest, ownership interest, or employment.

    * If you have a substantial interest in a business that does or anticipates doing business with the City, Park City Code 3-2-8 requires disclosure and recusal.

2. Do you or a close family member own a business regulated by the city?

3. Do you have another personal conflict of interest?

There are also prohibitions on receiving gifts—public office may not be used for personal gain. Gifts that would tend to improperly influence a reasonable person in your position, or that are contingent upon City or City Council action, are prohibited.

Receiving compensation for a transaction with the City without proper disclosures, or accepting prohibited gifts, may result in removal from office and felony or misdemeanor

charges; possible charges depend on the total value of the compensation, conflict of interest, or assistance received.

The City Council will discuss a series of ethics scenarios that highlight the nuances of the ethics rules.

Exhibits

Exhibit A: Non-Police GRAMA Requests by Department

Requests by Department

This table breaks down how many requests were received and closed by each department, as well as median fulfillment speed for each department in this reporting period.

Department	New	Closed	Median	Average
Affordable Housing	2	2	6	6
Budget	2	2	3	3
Building	294	250	5	7
Business Licensing	20	20	6	6
City Attorney's Office	5	5	11	25
City Manager	1	1	2	2
City Recorder	15	14	3	5
Community Engagement	1	1	1	1
Economic Development	1	1	6	6
Emergency Management	0	0	0	0
Engineering	15	14	10	19
Environmental Regulatory Affairs	13	15	9	12
Finance	4	4	7	25
Human Resources	10	10	4	8
Ice Arena	2	2	4	4
IT	1	1	11	11
Library	0	0	0	0
Parking	2	2	12	12
Planning	87	85	10	12
Public Utilities	12	11	5	13
Public Works	1	1	5	5
Recreation	1	1	3	3
Resident Advocate	1	1	4	4
Special Events	0	0	0	0
Sustainability	0	0	0	0
Trails and Open Space	0	0	0	0
Transit	6	5	6	7
Transportation Planning	1	1	11	11
Not Assigned	11	11	1	2