



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

**January 8, 2026**

The Council of Park City, Summit County, Utah, met in open meeting on January 8, 2026, at 2:45 p.m. in the Council Chambers.

Council Member Toly moved to close the meeting to discuss property at 2:47 p.m. Council Member Zegarra seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Parigian, Toly, and Zegarra

**EXCUSED:** Council Member Ciraco

Council Member Ciraco arrived at 3:01 p.m.

**CLOSED SESSION**

Council Member Ciraco moved to adjourn from Closed Meeting at 3:28 p.m. Council Member Parigian seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Ciraco, Parigian, Toly, and Zegarra

**PARK CITY WATER SERVICE DISTRICT MEETING**

**I. ROLL CALL**

Attendee Name	Status
Chair Ryan Dickey Board Member Bill Ciraco Board Member Ed Parigian Board Member Tana Toly Board Member Diego Zegarra Jodi Emery, Acting City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	<b>Present</b>
None	<b>Excused</b>

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

Chair Dickey opened the meeting for any who wished to speak or submit comments on items not on the agenda. No comments were given. Chair Dickey closed the public input portion of the meeting.

## **CONSENT AGENDA**

### **1. Request to Authorize Mayor Dickey, a Member of the Board of Trustees, to Execute a Memorandum of Agreement in a Form Approved by the City Attorney's Office, to Continue Leasing Surplus Water to Weber Basin Concurrent with the Overarching Western Summit County Project Master Agreement:**

Board Member Toly moved to approve the Consent Agenda. Board Member Ciraco seconded the motion.

#### **RESULT: APPROVED**

**AYES:** Board Members Ciraco, Parigian, Toly, and Zegarra

## **ADJOURNMENT**

## **PARK CITY COUNCIL WORK SESSION**

### **Review Re-Crete 248 Transit Study: Level 2 Screening Results:**

Shane Marshall and Alexis Verson, Horrocks Engineers, and Julia Collins and Conor Campobasso, Transportation Planning, presented this item. Campobasso reviewed the history of the project and stated this corridor was looked at with a Transit Forward lens. Since most of this corridor was UDOT right-of-way, the City partnered with them. They analyzed several options and narrowed it down to two options: Express Bus Lane and Light Rail.

Campobasso stated the side bus lanes were preferred over a center bus lane. He noted both bus lane alternatives had less ridership than the light rail option. The scoring resulted in the side bus lane receiving the highest score. He stated they looked at funding opportunities to get the project going. Staff's recommendation was to move forward with the side bus lane alternative.

Marshall indicated the criteria list helped make this project compatible for Federal Transit Authority (FTA) funding. He stated they would bring back additional information on January 20<sup>th</sup>, and he asked if they were missing anything or if the Council was ready to decide on a locally preferred alternative (LPA). Once the Council decided, more analysis and design would happen, and the project would become real. Council Member Toly asked if they saw impacts to Bonanza businesses. Campobasso stated there would be impacts but they would know more once they started the design process. Collins

indicated they did not disregard the reversible travel lane because that could work in some areas of the project. As the project moved forward, they would partner with the Prospector businesses. Council Member Toly asked if eliminating the median would reduce the impact, to which Campobasso stated there were a lot of left turns and they would have to reduce those with reduced medians. Council Member Toly asked if there would be any intersection improvements with this analysis. Campobasso stated they would be looking at every intersection in the process for improvements. Council Member Toly asked if the bike lane could be re-routed. Campobasso stated they needed a shoulder for snow storage, but they would look at that.

Council Member Zegarra asked why the cost variance was so big. Campobasso stated it was hard to get an accurate estimate at this point of the project, but they would refine that as they applied for grants. Council Member Parigian asked if the center running bus lanes could be converted to light rail in the future, to which Campobasso affirmed, and noted that corridor would probably be reconstructed but the width would be there. Council Member Parigian expressed concern with the LPA. He was hesitant to choose one for the entire distance from Richardson Flat to the Old Town Transit Center. That was a very big project and there would be many challenges, such as taking property and relocating businesses. He asked about the scoring differences, to which Campobasso stated not all the numbers were displayed for the presentation, but the screening report dove into the data points. Campobasso added the study helped pick a mode to suit the corridor and the next phase would include more detailed ridership. Staff felt comfortable with this recommendation. Regarding the Bonanza and Deer Valley Drive segments, it was tight and that was why they kept the flex lane option in mind. Council Member Parigian wanted to see all the options before funding grants were issued and UDOT took over.

Marshall stated everything Council Member Parigian requested would be studied after the LPA was chosen. Council Member Ciraco noted the City was leading this project and would have more control as it progressed. Tim Sanderson, Transportation Director, agreed and stated staff would follow the Council's direction. They had a charter with UDOT and if the Council ever decided to terminate the project, UDOT would not keep it going. He reminded the Council that they directed staff to move as fast as possible on this project. Council Member Parigian asked if PC Hill would be cut. Sanderson stated there would be impacts with the project, but they didn't have that information at this point. The goal was to do a project that worked for the community.

Council Member Parigian indicated he was not comfortable moving forward and felt this was rushed. He was fine giving direction but didn't want to pass a resolution that would bind them. Council Member Toly stated businesses were concerned that they would have to relocate, and they didn't know about this until the last couple of days. Campobasso clarified they didn't need to pass a resolution now. Staff needed direction to move forward with the preferred alternative. He noted they would be narrowing the footprint and a lot of the properties would not need to be relocated. Verson stated they put the widest lines on the map to get a proposal on there. Now they would narrow that

footprint and the focus of the next phase would narrow the design, reduce footprints, and adjust the alignments. The data would continue to change and be solidified as research continued.

Marshall indicated Council could give direction to move forward and the term “preferred” could be left out. Council Member Ciraco referred to the capital and operating costs and stated he would like them to bring back analysis regarding if additional cost would result in additional ridership, and he asserted that might be acceptable to the Council. He would also like more detail on the capital and operating costs and a timeline for the costs. Council Member Zegarra supported moving forward with the side bus lane option and thought more research would help answer the environmental impact and the local business impact questions. Mayor Dickey stated he thought “LPA” was the term needed to get funding. He asked if funding would be impacted if the Council was uncomfortable using certain words. Campobasso stated the federal terminology was LPA, but the state was more flexible with the terminology. For now, they would be fine with direction only. It was indicated this was scheduled to return to Council for further discussion on January 20<sup>th</sup>.

**Bonanza Flat Adaptive Management (BFAMS) Plan Review and End of 2025 Season Report:**

Wendy Fisher, Utah Open Lands Executive Director, presented an overview of progress made over the last eight years. She noted they had robust due diligence with adjoining landowners, and no benefit of the public trust was given to private landowners. She indicated the conservation easement and BFAMS plan were meant to work together.

Fisher referred to the funding they received that went to the stewardship of the property. Emily Ingram explained how they enforced a violation on Bonanza Flat and noted that enforcement was possible because of the conservation easement. She stated a good restoration project usually took five years to blend in with the ecological system. Fisher discussed other areas of concern, including emergency corridors for a neighboring subdivision. She was concerned because they didn’t want to create a private benefit from the public trust. The conservation easement defined the ability to have safety corridors. She met with the neighbors and they drew preferred lines on a map. Fisher noted this wasn’t about shortcuts, but about safety. A continuing challenge was that there were violations from people not using the corridors as they were intended.

Ingram reviewed all the accomplishments in the eight years of conservation. Lia Rabellino discussed the tiger salamanders and stated that having them was an indication of good water quality. Fisher noted there was a healthy owl population as well. She asserted there were good trails there and that helped to reduce people who forged their own trails. She listed the projects that were still ongoing.

Billy Kurek, Trails and Open Space Supervisor, thought the parking and transit improvements at Bonanza Flat over the past few years was amazing. Fisher indicated they would do an overhaul on trail signage as well as fuels reduction and continued



water testing for PFAS. Fisher stated Bonanza Flat was a great success. The number of threats and negative comments her staff had to endure was unacceptable and they couldn't continue taking that anymore.

Mayor Dickey stated this was the community's space and they were proud of it. He asked Fisher to reach out for help with whatever support they needed and the Council would get help. Council Member Toly was pleased with the progress going on and stated it was one of her favorite places. Council Member Ciraco stated he had no tolerance for bullying, and he would help them in any way so they didn't have to take the negativity. He noted he would present on the success of the Purple 9 Transit service to Bonanza Flat at an upcoming Central Wasatch Commission (CWC) meeting.

Council Member Zegarra thanked the team for all their work. Council Member Parigian asked what the long-term plan was for trails. Fisher stated if there was a social trail people felt like they had to use, a conversation should be had about it. She asserted there was a reason for closing trails and she gave an example of closing a trail because that was a wildlife resting area. Council Member Parigian didn't know if civil conversations would make a difference to people who broke the rules. He asked if there could be some random paths or if the goal was to create a sterile environment. Luke Cartin, Environmental Sustainability and Open Lands Director, stated the City's rangers were up there to educate folks. There was a balance of mitigating erosion and wildfires with allowing freedom. As stewards, they were tasked with finding that balance. Fisher stated Rabellino was a conservation ranger and there was a need for enforcement.

Bill DeGroot, Transit Manager, reviewed the Purple 9 Transit pilot program and asserted it was a great success. Julia Collins noted the Council requested the origin of Transit data for this route and she displayed data points from all over the Wasatch Front. She noted other amenities that increased the transit demand included the implementation of the Dogs on Buses program and extended bike racks. They also implemented paid parking at Bonanza Flat which was an incentive for people to take Transit. She stated the winter shuttle service to Bonanza was completely funded from the Parking revenue.

Johnny Wasden, Parking Manager, asserted this was the most rewarding project he ever worked on, and noted the project went smoothly. He indicated there was positive feedback from the community and he was glad they could preserve such a special place. He felt the paid parking rate was set reasonably and he was excited there was extra revenue for winter transit service. He planned on continuing this successful model.

Kurek reviewed survey results and stated the majority of people were very pleased with using the shuttle. Some challenges they were addressing included snowmobile trespass issues, education strategies, impacts of increasing visitation, and restoration projects. He indicated they would continue to refine the Transit service as they moved into the next season.

The Council took a short break. Upon return, the following was discussed.

## COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

### Council Questions and Comments:

Council Member Toly stated the weather was not normal and she thanked those who helped visitors have fun over the Christmas break. She noted the legislative session would begin in two weeks. Mayor Dickey was excited for the new Council and welcomed Council Member Zegarra. Council Member Zegarra thanked staff for helping him with onboarding. He also thanked his peers on the Council who helped him get up to speed on the issues.

### Staff Communications Report

#### 1. October 2025 Sales Tax Report:

## REGULAR MEETING

### I. ROLL CALL

Attendee Name	Status
Mayor Ryan Dickey Council Member Bill Ciraco Council Member Ed Parigian Council Member Tana Toly Council Member Diego Zegarra Jodi Emery, Acting City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

### II. APPOINTMENTS

#### 1. Appointment of a Mayor Pro Tem and Alternate for Calendar Year 2026:

Mayor Dickey explained the Council had a custom of rotating the Pro Tem assignment. This year they would appoint Council Member Parigian as Mayor Pro Tem and Council Member Ciraco as the alternate Mayor Pro Tem.

Council Member Zegarra moved to appoint Council Member Parigian as Mayor Pro Tem and Council Member Ciraco as Alternate Mayor Pro Tem for 2026. Council Member Toly seconded the motion.

#### **RESULT: APPROVED**

**AYES:** Council Members Ciraco, Parigian, Toly, and Zegarra

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

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

Katherine Fagin 84060 Holladay Ranch HOA board member, spoke of the pathway changes outlined on EngageParkCity.org. The HOA residents had two flags. There were inconsistencies in the planning and details of the plan, and any voiced opinions had not been addressed in the plan. There were conversations on this for the past 15 months. She reviewed the history of Council discussions regarding changes for Lucky John and Monitor Drive for the bike and pedestrian plan. At the open house in October 2025, concepts were presented but they weren't done deals. No timeline was given for the changes but assurances of follow-up meetings were given. Her concern was the flipflop between 2024 and 2025 and why changes were even being proposed.

Robert Powel eComment: "As a community, we thank you for this opportunity to participate in Park City's public planning process. Many of our residents have supported the conservation of the Bonanza Flat property from its inception. Even so, as a community of more than 450 properties, and as property owners in Brighton Estates and/or metes and bounds, we are writing to express our opposition to Park City holding the Bonanza Flat Adaptive Management Plan ("BFAM plan") review on January 8. Park City's actions, enforcement and management to date have been arbitrary and capricious, have lacked good cause, and are actively endangering those who use the area. Safety on State Road 224, over which our community members have historically accessed by vehicle, snow machine and other non-motorized means, is of particular concern due to the introduction of large numbers of additional users (ex. hikers, skiers, snowshoers, bikers, sledders, etc.) on State Road 224, many with unleashed animals, without appropriate safety equipment, and without education on the multi-use nature of the area since the establishment of Bonanza Flat as a conservation/recreation area. In addition, Park City has failed to provide proper notice of the meeting on the BFAM plan. Specifically, Park City has written a letter dated January 2, 2026 which has purportedly gone to property owners involving Park City's interpretation of our property and access rights (Schedule A). While Park City has sent a letter regarding our access, it failed to notify us of the BFAM plan review. In this process the decision to exclude communication to all Brighton Estates property owners of the upcoming BFAM could appear intentional. We acknowledge the communication efforts of Park City Municipal to reach out to some of our community (for the first time on such a scale since acquiring Bonanza Flat eight years ago), even so, the timing is problematic. The letter we received during the recent holiday week, includes plans to block key roads, jeopardizing community safety without a proper public/planning process. This could affect roads such as Culvert Meadow Road, Big Sky Drive, Jeep Hill Road, Grandview Road, Bonanza Ridge Road, Hidden Way, and Water Way, among others. Many property owners of Brighton Estates have not yet received this letter and receiving a letter mere days before the hearing, on a plan that addresses the property rights points made by Park

City in the letter, violates the notice requirements of both Park City and Wasatch County. As such, we reserve our rights to further comment, including upon receipt of relevant documents and review of activities we believe the BFAM plan does not currently permit. Significantly, this letter also does not speak to prescriptive rights that members of the community have established related to these roadways. Although we cannot speak on behalf of all property owners, many individuals reserve their prescriptive rights and expressly reject the offer of permission contained in Park City's letter. These individuals, and others, will likely continue to use and maintain these roadways as they have done historically in a continuous, open, notorious, and adverse manner. Notice has not and cannot be given properly in Brighton Estates property owners until the road reopens in the spring. While we will not impute bad faith to this letter being sent in the middle of a holiday, its timing makes proper participation in the BFAM Plan review by us challenging and nearly impossible as we will not be able to review your letter in detail and get relevant documents, including pending GRAMA requests, in time for the BFAM plan review. As we are sure you would understand as dedicated public servants, getting the proper information and doing the proper analysis takes time. In addition, this timing undermines the democratic process, with the new mayor being sworn in on Monday, January 5, 2025. Mayor Dickey and new council members such as Diego Council Member Zegarra need time to become educated on this complex and crucial situation which only comes up every five years. In addition, the replacement for Mayor Dickey's seat will not be selected by January 8, 2026. This timing deprives the new mayor and new council members of sufficient time for review. Finally, there are numerous documents including the BFAM plan, the interlocal cooperation agreement, and the development agreement, that make it clear that Wasatch County is the deciding regulator, not Park City Municipal on certain matters. Wasatch County must also hold public hearings on a review of the BFAM plan, as it is the primary regulator on safety, access, fire, search and rescue, law enforcement and recreational development matters among other rights it has reserved. The conservation documents clearly require safety and the environment to be placed first over recreation, not as a substitute. Current management of BFCA is in effect greatly reducing safety by implementing new hazards and negating long-standing historical access, especially for winter travel in the area. As a reminder, Bonanza Flat sits at about 8,800' in elevation and receives roughly 500" of snow on average every year. The importance of over-snow access routes to properties on both primary and secondary routes cannot continue to be dismissed and obstructed merely out of a perceived inconvenience to BFCA managers. These routes are long-standing safety corridors that are essential to the day-to-day safety of every property owner and visitor of Bonanza Flat. Diminishing safety corridors while simultaneously pushing unprecedented amounts of new recreational users into the area is setting the stage for unnecessary catastrophes. Additionally, the historic footprint of Brighton Estates is significantly smaller than the newly introduced (and in some cases unauthorized) recreational impacts on the conservation values. The development agreement also does not contain any permission for Park City to use the Brighton Estates portions of roads such as Ridge Road, Big Sky Drive, Mars Way, Larkspur Road and Dragonfly Lane and other subdivision roads yet Park City and its agents/contractors regularly use these roads with in Brighton Estates while blocking access to our homes

elsewhere. This use is profoundly inequitable. The status of our roads and the roads through Bonanza Flat must be reviewed before any further recreational development occurs or any update to the BFAM plan is made. These and numerous other uses must be considered in an open and transparent public process with sufficient time for all interested parties to participate. We therefore are requesting that Park City Municipal postpone the hearing on the BFAM Plan review until the summer, and request that Wasatch County hold hearings on the BFAM Plan this summer to ensure that the public and all affected property owners have a proper opportunity to participate. We are addressing these important issues, as we did when Park City first purchased the property, out of concerns for basic safety and discrepancies in basic realities of the climate and flow of traffic. However, please note, we support the open space initiative and have a vested interest in the long-term integrity of Bonanza Flat. Our community should be seen as a friendly resource to Park City in the stewardship of the area. The property owners and residents of this neighborhood have decades of experience in the area along with a deep connection and care for it. Our goal is to resolve these issues so we can move forward collectively and collaboratively as neighbors. We hope you agree that the time is long overdue to address these longstanding concerns around safety, the environment and appropriate access. These decisions have a significant, and really the greatest, effect on the lives of Brighton Estates property owners. We would appreciate the opportunity and sufficient time to meet with Park City managers to further address the BFAM in detail to provide the new mayor and city council with accurate information that will greatly affect our safety and the management of the BFCA for the next 5 years. Sincerely, The Brighton Estates Community High Bonanza Community Access Board Interim Brighton Estates Property Owners Association Board Schedule A (Park City's Letter to Brighton Estates dated January 2, 2026)."

Frank Puleo eComment: "I am writing to the Park Record in the hope that you will publish this letter with a simple suggestion for Mr. Ryan Mayor Dickey, our newly elected mayor, and the Park City Town Council. Jack Rubin has filed to fill the seat on the Park City Town Council which will be vacant as a result of Mr. Mayor Dickey's election. As I understand it, Mr. Mayor Dickey, as mayor, will recommend and the Town Council will select the person to fill that seat. Given that Jack Rubin lost to Mr. Mayor Dickey by a mere seven votes, it is clear that a very substantial number of citizens made the judgement that Jack Rubin should have a role in the governance of Park City, and given Jack Rubin's background that was a very reasonable judgement. Accordingly, Mr. Mayor Dickey and the Town Council have an opportunity to satisfy the desires of that substantial number of citizens, who they have been elected to serve. Mr. Mayor Dickey should encourage the Town Council to, and the Town Counsel should, appoint Jack Rubin to that seat on the Park City Town Council. If they do so, they will make it clear that they are determined to fill their responsibility to serve all of the people of Park City."

#### **IV. CONSIDERATION OF MINUTES**

##### **1. Consideration to Approve the City Council Meeting Minutes from December 11 and 18, 2025:**

Council Member Toly moved to approve the City Council meeting minutes from December 11 and 18, 2025. Council Member Ciraco seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Ciraco, Parigian, Toly, and Zegarra

**V. CONSENT AGENDA**

**1. Request to Approve Single Event Temporary Alcoholic Beverage Licenses during the 2026 Sundance Film Festival (List of Locations to Follow):**

**2. Request to Approve Type 2 Convention Sales Licenses for Operation during the 2026 Sundance Film Festival (List of Locations to Follow):**

**3. Request to Approve the Public Art Advisory Board 2026 Strategic Plan and to Authorize Staff to Release Requests for Proposals for Transit Shelter Art Phase II: Connections for Trails, Sidewalks, and Pathways; and the Artful Bike Rack Program:**

Council Member Parigian moved to approve the Consent Agenda. Council Member Toly seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Ciraco, Parigian, Toly, and Zegarra

**VI. NEW BUSINESS**

**1. Consideration to Approve Ordinance 2026-01, an Ordinance Approving the 2026 Regular Meeting Schedule for City Council:**

Mayor Dickey opened public input. No comments were given. Mayor Dickey closed public input.

Council Member Ciraco moved to approve Ordinance 2026-01, an ordinance approving the 2026 Regular Meeting schedule for City Council. Council Member Parigian seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Ciraco, Parigian, Toly, and Zegarra

**2. Consideration to Approve Resolution 01-2026, a Resolution Approving the Park City and Summit County Arts and Culture Master Plan:**

Jocelyn Scudder, Arts Council Executive Director, Jake McIntire, Union Creative Agency, and Jasmine Metcalf and Amanda Golden, Designing Local, were present for this item. Scudder stated this master plan was a milestone for the community and she wanted to

use it to strengthen the community. It would increase local creative ability and sustainability to the creative sector, and it provided a menu of financial resources to support implementation. It identified gaps and gives recommendations.

Scudder reviewed the process that went into creating the arts and culture master plan. McIntire explained the metrics used in their benchmark analysis with other resort communities. Park City fell in the bottom third for arts and culture and he noted there were ways to improve. They created a vision statement and then set goals. One gap was having arts in everyday life. Scudder reviewed the goals in the plan and asserted the real work begins now.

Council Member Parigian asked if there was a tax revenue breakdown from the economic benefit analysis so he could see if it was from hotels, visitors, sales, or other sources. Scudder stated she could come back with specific lodging data. McIntire indicated he would look into that. Council Member Zegarra stated this was an ambitious project and he commended the Arts Council. Council Member Ciraco asked if the analysis of art in other resort communities broke down the ratio between public to private funding. McIntire stated he knew Aspen, Colorado, had the largest public funding of the resort communities. Council Member Ciraco thought the ratio would be better data than the actual numbers. Metcalf noted Aspen had a grant program for the arts and a real estate transfer tax that went to arts and culture.

Council Member Toly asked where the Arts Council saw itself in finding or organizing events for Summit County. Scudder indicated they filled gaps in the community and supported local artists. Regarding programming, they would look to support other organizations as they found programming first. The Arts Council wanted to support the sector at large, and they wanted to strengthen arts entities as they increased their programs and initiatives. Council Member Toly asked what would happen next with Park City as an implementation partner. Scudder stated the resolution of support was the Council saying they supported the work and they were willing to work with the Arts Council on many of the initiatives. That would trigger the work from the Arts Council to see what was possible in the near term and then talk through what would be possible in the long term.

Mayor Dickey opened public input.

Anna Nizhoni 84068 supported the master plan and strongly believed the arts were vital to the economy, community, and identity. With the departure of Sundance and the lack of snowfall, the City needed to position itself as both a world-class outdoor destination and an arts and culture location. There was a wealth of talent to make this possible and she personally had benefited from the work of the Arts Council.

Aldy Milliken 84098 encouraged the Council to adopt the master plan. It was important for communities to use the master plan to help build capacity and alignment across the sector.

Becca Gerber 84060 supported the master plan and acknowledged how much work Scudder and her team put into this plan. She noted the lack of snow and how many people thought of activities for visitors during this time, which included looking strongly at the arts.

Mayor Dickey closed public input.

Mayor Dickey indicated he was the Arts Council liaison and saw how much time and effort went into this. Council Member Ciraco stated this plan laid out a dedicated funding source from the City's General Fund and he wanted the Council to be aware of that. Council Member Parigian asked what the Council was agreeing to. Margaret Plane, City Attorney, stated resolutions were used by the Council to express their approval of aspirational plans and they recognized it as a guiding document. This document was helpful for the arts organization, and it was a standard practice to support it. Council Member Parigian asked if this would make the City a partner with future developers. Mayor Dickey felt this was a separate issue than working with a developer. Council Member Zegarra looked forward to future discussions on being a partners and Mayor Dickey agreed.

Council Member Zegarra moved to approve Resolution 01-2026, a resolution approving the Park City and Summit County Arts and Culture Master Plan. Council Member Toly seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Ciraco, Parigian, Toly, and Zegarra

**VII. ADJOURNMENT**

**PARK CITY HOUSING AUTHORITY MEETING**

**ROLL CALL**

Attendee Name	Status
Chair Ryan Dickey Board Member Bill Ciraco Board Member Ed Parigian Board Member Tana Toly Board Member Diego Zegarra Jodi Emery, Acting City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused



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

Chair Dickey opened the meeting for any who wished to speak or submit comments on items not on the agenda. No comments were given. Chair Dickey closed the public input portion of the meeting.

## NEW BUSINESS

### 1. Consideration to Approve Resolution HA 01-2026, a Resolution Establishing a Regular Meeting Date, Time, and Location for 2026 Meetings and Appointing Officers of the Board of Directors of the Housing Authority of Park City, Utah:

Board Member Parigian moved to approve Resolution HA 01-2026, a resolution establishing a regular meeting date, time, and location for 2026 meetings and appointing officers of the Board of Directors of the Housing Authority of Park City, Utah. Board Member Toly seconded the motion.

#### **RESULT: APPROVED**

**AYES:** Board Members Ciraco, Parigian, Toly, and Zegarra

## ADJOURNMENT

## PARK CITY REDEVELOPMENT AGENCY MEETING

## ROLL CALL

Attendee Name	Status
Chair Ryan Dickey Board Member Bill Ciraco Board Member Ed Parigian Board Member Tana Toly Board Member Diego Zegarra Jodi Emery, Acting City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

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

Chair Dickey opened the meeting for any who wished to speak or submit comments on items not on the agenda. No comments were given. Chair Dickey closed the public input portion of the meeting.

## NEW BUSINESS

**1. Consideration to Approve Resolution RDA 01-2026, a Resolution Establishing a Regular Meeting Date, Time, and Location for 2026 Meetings and Appointing Officers of the Board of Directors of the Redevelopment Agency of Park City, Utah:**

Board Member Ciraco moved to approve Resolution RDA 01-2026, a resolution establishing a regular meeting date, time, and location for 2026 meetings and appointing officers of the Board of Directors of the Redevelopment Agency of Park City, Utah. Board Member Zegarra seconded the motion.

**RESULT: APPROVED**

**AYES:** Board Members Ciraco, Parigian, Toly, and Zegarra

## ADJOURNMENT

With no further business, the meeting was adjourned.

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Michelle Kellogg, City Recorder



# e•create 248

## City Council Update

January 8, 2026



# Today's Goals

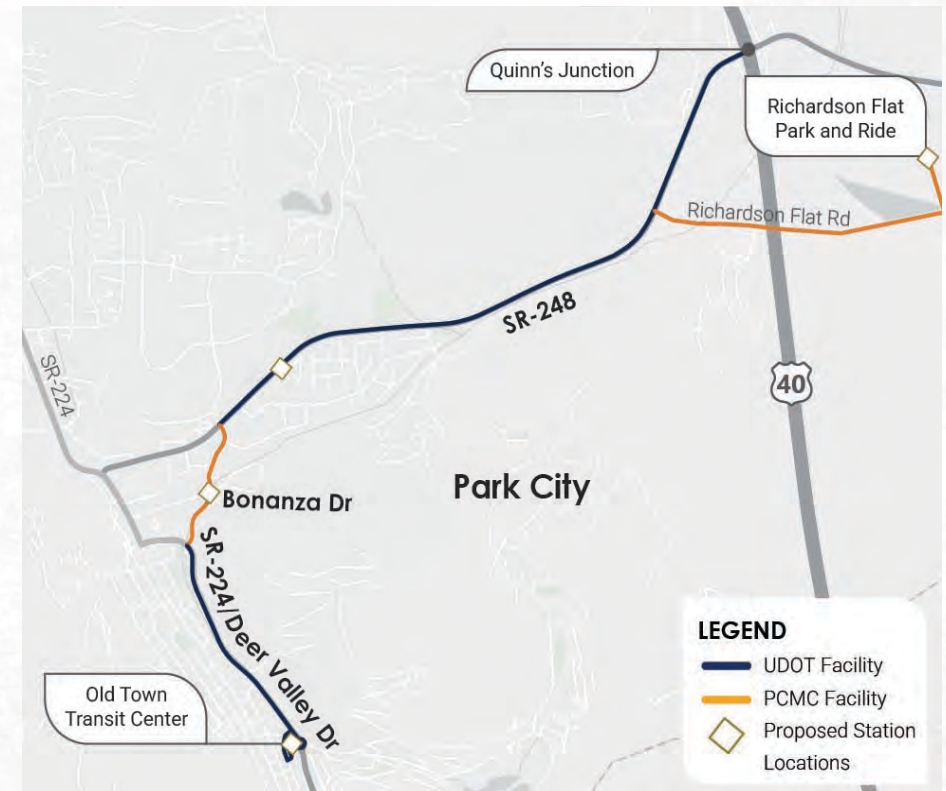
- Refamiliarize with past key milestones and outcomes
- Obtain an understanding of the federally-appropriate Level 2 Screening results
- Discuss the Locally Preferred Alternative (LPA) recommendation
- Agree on next steps – come back January 20<sup>th</sup> for decision





# Council's Corridor Goals

1. Conduct an accelerated but thorough corridor study to define corridor needs and recommend a **transit-forward** solution.
2. Develop project recommendations that are service-proven, **feasible to implement by 2034**, and compatible with the regional system.
3. Follow a federal (FTA) process to become eligible for future federal/state funds to advance project delivery.



Re-create 248 Level 2 Screening Study Area



# Study Charter

1. Developed with Park City and UDOT to solidify partnership
2. Documents goals and needs of each agency
3. Defines roles and responsibilities, and levels of consensus



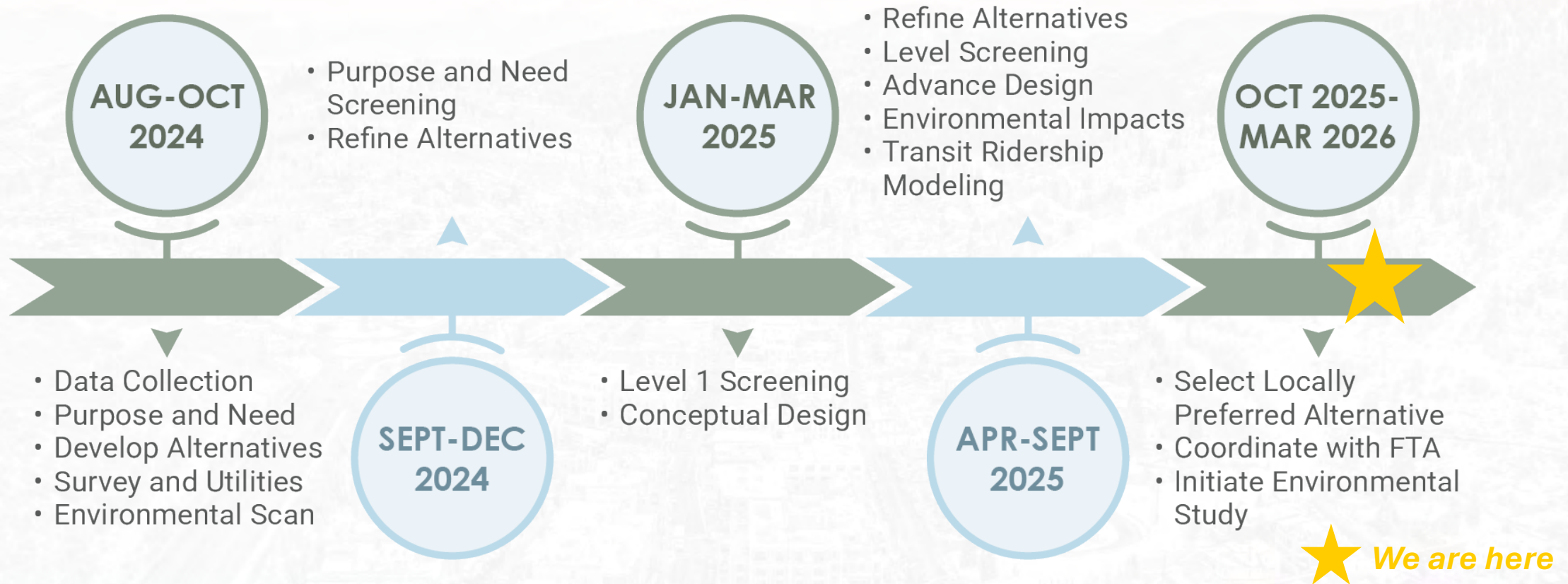
Signed Charter

## Charter Goals

- Improve movement east and west along SR-248, connecting Park City's Main Street and focusing on transit service.
- Ensure existing corridor capacity is maintained for UDOT.
- Make transit between Park City and the surrounding region a viable transportation option, reducing SOVs and improving transit reliability.
- Develop a preferred alternative process eligible for FTA funding.



# Study Timeline





# Engagement Touchpoints Throughout Process

## Events/Meetings

1. Agency One-on-ones – spring 2025
2. Technical Advisory Committee Meetings
3. Stakeholder Working Group – April 2, 2025
4. Public Open House – May 17, 2025
5. Prospector Neighborhood Meeting – August 5, 2025
6. City Council Meetings (8 total + Liaison meetings)

## Other Engagement/Promotion

1. Social Media Posts/Advertising
2. Radio Interview
3. Project Website and Hotline

### Key themes:

- Support for on-corridor alignment
- Strong opposition to a Rail Trail alignment
- Bus with exclusive lanes was most supported
- Interest in advancing a project quickly
- Compatible with existing system
- Some interest in flex lanes



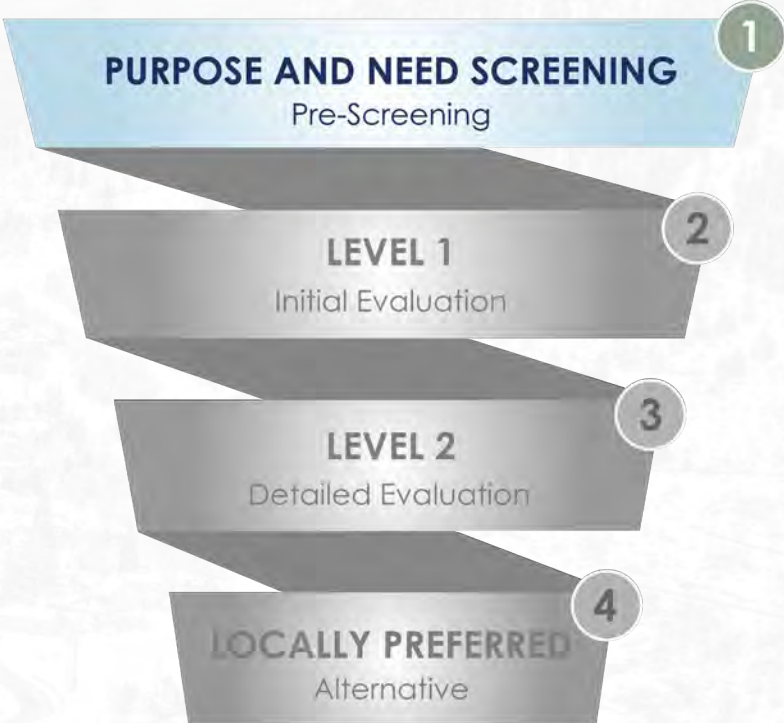


# Summary of Preliminary Evaluations



# Purpose and Need Screening (Oct 2023 – Jan 2024)

## Evaluation Findings:



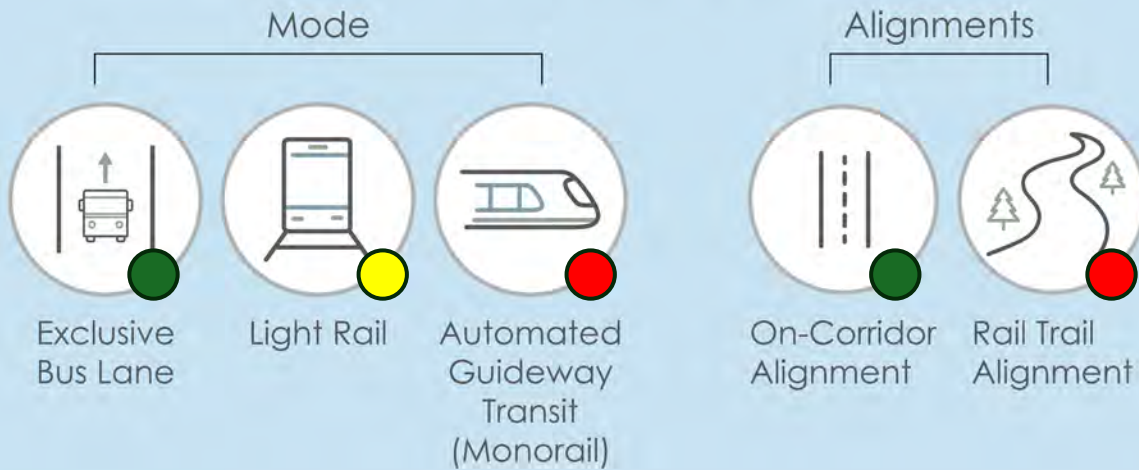
\*Dedicated reversible flex lanes for transit will be evaluated as a design consideration in the NEPA phase





# Level 1 Screening (Feb 2025 – Jul 2025)

## Level 1 Alternatives Evaluated



**PURPOSE AND NEED SCREENING**  
Pre-Screening

**LEVEL 1**  
Initial Evaluation

**LEVEL 2**  
Detailed Evaluation

**LOCALLY PREFERRED**  
Alternative



# Level 2 Evaluation Findings





# Level 2 Evaluation (Aug 2025 – Dec 2025)



**Exclusive  
Bus Lanes**



**Light Rail**



# Level 2 Evaluation – Evaluation Metrics

- Tied to FTA CIG rating criteria to provide the best opportunities for receiving a grant.
- Detailed explanation of scoring methodology available in Level 2 Screening Report.

EVALUATION CRITERIA	SUMMARY OF METRIC(S)
<b>Transit Reliability</b>	Percent alignment in exclusive guideway; ability to utilize TSP.
<b>Transit Travel Time</b>	Travel times from PCT and modal/ alignment characteristics.
<b>Projected Ridership</b>	FTA STOPS model projections for daily and annual ridership.
<b>Study Area Transit Trips</b>	New transit trips across the system with the added service.
<b>Station Area Accessibility</b>	Qualitative analysis assessing ease and safety of access for transit users.
<b>Transportation System Access</b>	Corridor access at driveways, PCSD, and other businesses/ destinations.
<b>Conceptual Capital Costs</b>	Quantitative assessment of costs, with ROM for each alternative, exclude ROW acquisition.
<b>Operational Costs</b>	Operations and maintenance costs for the first year of operations.
<b>Construction Complexity</b>	Qualitative analysis of potential construction challenges and potential risks.
<b>Environmental Considerations</b>	Assessment of project development risks based on proximity to key environmental considerations.
<b>Estimated Property Impacts</b>	Qualitative assessment of property impacts based on assumed footprint (GIS-level exercise).
<b>Station Area and EOL Indicators</b>	Land use and population assessment based on FTA CIG criteria. <i>Informational only.</i>
<b>Reduction in VMT</b>	FTAP STOPS model output on potential VMT savings. <i>Informational only.</i>
<b>Noise and Vibration Impacts</b>	Measurement of sensitive noise receptors within the study area for each mode.
<b>Visual Impacts</b>	Qualitative assessment of the alternative's potential impact on viewsheds.
<b>Feasible and Service-Proven</b>	Feasible to implement prior to 2034, eligibility and competitiveness for FTA funding.
<b>Community Compatibility</b>	Ability to interline or share guideway with existing transit services and compatibility with local plans.
<b>Resiliency</b>	Assessment of if and how the mode can be scalable over time to add capacity.
<b>Public and Stakeholder Input</b>	Support for the mode based on engagement findings. <i>Informational only.</i>



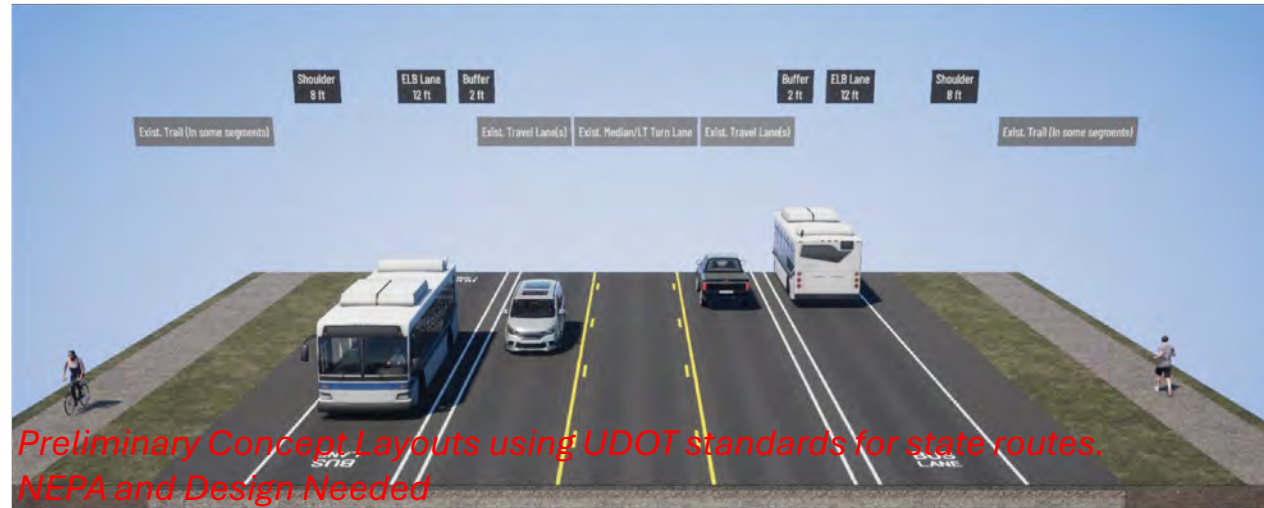
# Level 2 Evaluation Key Findings

<b>Bus – Exclusive Lanes, Side Running</b>	<ul style="list-style-type: none"><li>- Highest performing in the evaluation scoring.</li><li>- Most compatible with existing system.</li><li>- Lower ridership than LRT.</li><li>- Highly scalable by adding buses and reducing headways for peak events/times.</li></ul>
<b>Bus – Exclusive Lanes, Center Running</b>	<ul style="list-style-type: none"><li>- Second highest performing in evaluation.</li><li>- Very compatible with existing system, some difficulty utilizing center-running stations.</li><li>- Lower ridership than LRT.</li><li>- Highly scalable.</li><li>- Impacts to business and driveway access.</li></ul>
<b>Light Rail – Center Running</b>	<ul style="list-style-type: none"><li>- Lowest performing in evaluation.</li><li>- Least compatible with existing system, requiring new infrastructure, maintenance facility, and trains.</li><li>- Highest ridership between modes.</li><li>- Somewhat scalable with concerns around station platform length requirements, and number of cars able to be deployed at the same time.</li><li>- Impacts to business and driveway access.</li></ul>



## SR-248 Side Running ELB Alternative

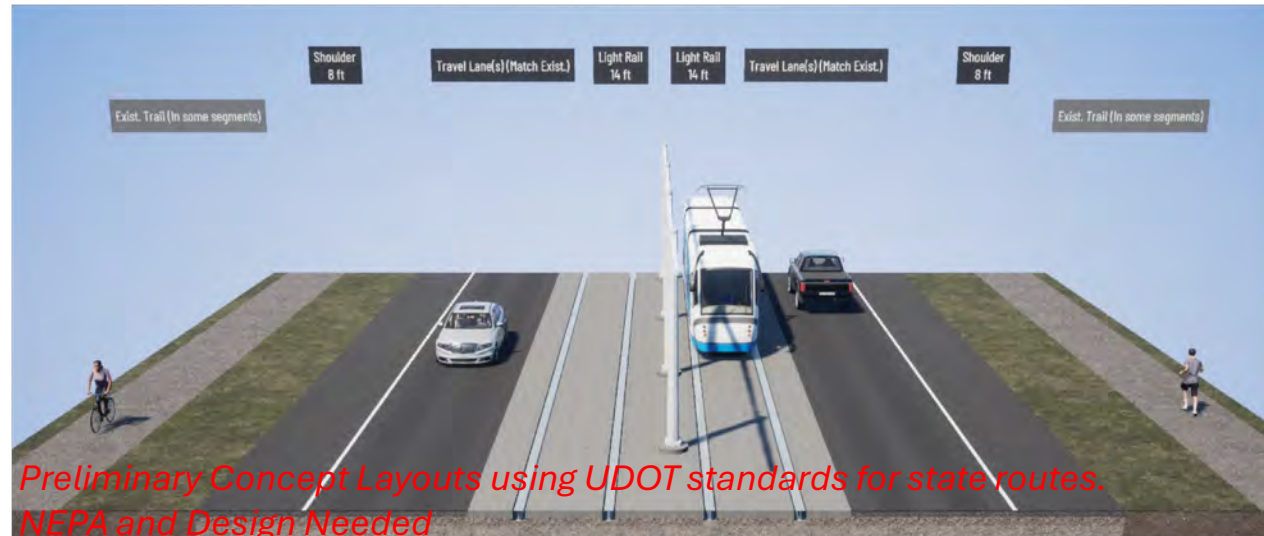
Wyatt Earp Way to Bonanza Drive



**ELB:** Exclusive-Lane Bus service  
**LRT:** Light Rail

## SR-248 LRT Alternative

Wyatt Earp Way to Bonanza Drive



Typical section does not depict additional lanes at intersections or the short segments of 2 existing travel lanes in each direction near Bonanza Drive and Richardson Flat Road intersections.

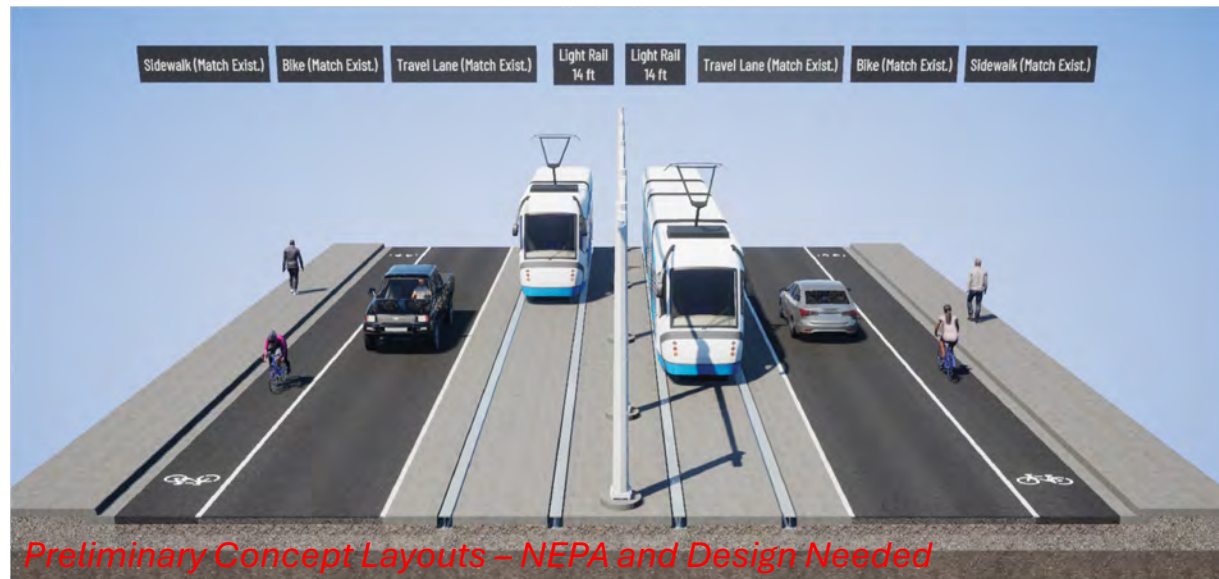


## Bonanza Drive Side Running ELB Alternative



**ELB:** Exclusive-Lane Bus service  
**LRT:** Light Rail

## Bonanza Drive LRT Alternative



## Deer Valley Drive Side Running ELB Alternative



**ELB:** Exclusive-Lane Bus service  
**LRT:** Light Rail

## Deer Valley Drive LRT Alternative



# Level 2 Evaluation – Summary of Findings

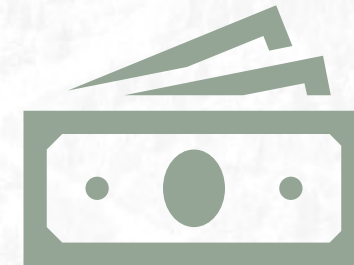
EVALUATION CRITERIA	BUS – EXCLUSIVE LANES, SIDE RUNNING	SCORE	BUS – EXCLUSIVE LANES, CENTER RUNNING	SCORE	LRT - CENTER RUNNING	SCORE
Transit Reliability	Medium	2	High	3	High	3
Transit Travel Time	High	3	High	3	Low	1
Projected Ridership	Medium	2	Medium	2	High	3
Study Area Transit Trips	Medium	2	Medium	2	High	3
Station Area Accessibility	High	3	Medium	2	Low	1
Transportation System Access	High	3	Low	1	Low	1
Conceptual Capital Costs	High	3	Medium	2	Low	1
Operational Costs	High	3	High	3	Medium	2
Construction Complexity	High	3	Medium	2	Low	1
Environmental Considerations	Medium	2	Medium	2	Medium	2
Estimated Property Impacts	Medium	2	Medium	2	Low	1
Station Area and EOL Indicators	Medium	-	Medium	-	Medium	-
Reduction in VMT	Medium	-	Medium	-	High	-
Noise and Vibration Impacts	High	3	High	3	Low	1
Visual Impacts	High	3	High	3	Low	1
Feasible and Service-Proven	High	3	High	3	Medium	2
Community Compatibility	High	3	High	3	Medium	2
Resiliency	High	3	High	3	Medium	2
Public and Stakeholder Input	High	-	High	-	Medium	-
<b>SCORING</b>		<b>43</b>		<b>39</b>		<b>27</b>





# External Considerations – Funding

- State: TTIF and other Highway Options
- Federal: FTA CIG Program (likely New Starts)
  - May look at other capital grants due to competitiveness with New Starts
  - Also looking at appropriation to federalize it sooner and get their investment and interest into the project



*The goal is **not full funding now**, but to stay grant-ready and opportunistic.*



# External Considerations – Capital Projects

- All grants require a match
  - Leverage new park and ride funding.
  - Leverage existing and previous work to compete as match.
- Align improvements with partners and redevelopment timing
  - Retaining wall, 5 acre, and other redevelopment projects.



# Next Steps

1. **Present Level 2 Evaluation findings & recommended LPA** (January 8, 2026) - *today*
2. **Discussion on Park and Rides and Adopt LPA** (January 20, 2026)
3. **Refine LPA** (January – March 2026)
  1. VISSIM modeling
  2. Refine design footprint
4. **Complete report** (March 2026)
5. **Initiate environmental study** (March - April 2026)





# Staff Recommendation

## Recommended Locally Preferred Alternative **Side-Running Exclusive Bus Lanes**

Is Council confirmable with staff returning January 20 with LPA Resolution?

Does Council need more information to make a decision?



# SUPPLEMENTAL SLIDES





# LEVEL 2 SCREENING

## Detailed Tables



EVALUATION CRITERIA	SUMMARY OF METRIC(S)	ELB SIDE RUNNING	SCORE	ELB CENTER RUNNING	SCORE	LRT CENTER RUNNING	SCORE
<b>Transit Reliability</b>	Percent alignment in exclusive guideway; ability to utilize TSP.	Medium – 90% lane exclusivity. Buses share outside lane with right turning vehicles at all driveway/business accesses, and at major intersections. Four existing signals; up to one additional signal may be needed for TSP into Richardson Flat Park and Ride. 100 ft before every driveway would be required as a shared turning lane with buses and vehicles, which slightly reduces lane exclusivity. Considerations for access management on Bonanza Drive can improve exclusivity.	2	High – 95% lane exclusivity. Four existing signals; up to three additional signals may be needed, two to aid in midblock station access for riders and one with TSP into Richardson Flat Park and Ride. Buses would be required to get out of the center running guideway to turn into the OTTC, reducing lane exclusivity slightly at this location.	3	High – 100% lane exclusivity. Four existing signals; three additional may be required, two to aid in midblock station access for riders and one for TSP into Richardson Flat Park and Ride.	3
<b>Transit Travel Time</b>	Travel times from PCT and modal/ alignment characteristics.	High – ELB mode is not impacted by existing grades or curvature. Travel times for side running ELB may see slight reductions as buses would share right turn lanes at key intersections and access points. Access management strategies, particularly for Bonanza Drive should be considered.	3	High – ELB mode is not impacted by existing grades or curvatures, and this alternative does not share turning lanes with general purpose traffic.	3	Low –Existing curvature of the roadway particularly on Bonanza Drive do not meet LRT minimum requirements; LRT would be required to travel +/- 10 miles per hour along Bonanza Drive and parts of Deer Valley Drive, creating operational inefficiencies compared to the other mode alternatives.	1

EVALUATION CRITERIA	SUMMARY OF METRIC(S)	ELB SIDE RUNNING	SCORE	ELB CENTER RUNNING	SCORE	LRT CENTER RUNNING	SCORE
Daily And Annual Projected Ridership	FTA STOPS model projections. Reported at the corridor and station levels.	<b>Medium</b> – Reported for 10-minute headways.  <b>2024 Trips On Project:</b> +1,650 <b>2045 Trips On Project:</b> +1,633  <b>2024 Richardson Flat P&amp;R:</b> +469 <b>2045 Richardson Flat P&amp;R:</b> +565 <b>2024 Park City High School:</b> +198 <b>2045 Park City High School:</b> +150 <b>2024 Bonanza Drive:</b> +319 <b>2045 Bonanza Drive:</b> +245 <b>2024 OTTC:</b> +665 <b>2045 OTTC:</b> +675	2	<b>Medium</b> – Reported for 10-minute headways.  <b>2024 Trips On Project:</b> +1,650 <b>2045 Trips On Project:</b> +1,633  <b>2024 Richardson Flat P&amp;R:</b> +469 <b>2045 Richardson Flat P&amp;R:</b> +565 <b>2024 Park City High School:</b> +198 <b>2045 Park City High School:</b> +150 <b>2024 Bonanza Drive:</b> +319 <b>2045 Bonanza Drive:</b> +245 <b>2024 OTTC:</b> +665 <b>2045 OTTC:</b> +675	2	<b>High</b> – Reported for 10-minute headways.  <b>2024 Trips On Project:</b> +3,350 <b>2045 Trips On Project:</b> +3,150  <b>2024 Richardson Flat P&amp;R:</b> +918 <b>2045 Richardson Flat P&amp;R:</b> +1,052 <b>2024 Park City High School:</b> +437 <b>2045 Park City High School:</b> +334 <b>2024 Bonanza Drive:</b> +701 <b>2045 Bonanza Drive:</b> +539 <b>2024 OTTC:</b> +1,304 <b>2045 OTTC:</b> +1,252	3
Study Area Transit Trips	New transit trips <i>across the system</i> with the added service.	<b>Medium</b> – reported for 10-minute headways. <b>2024:</b> +1.4% increase in ridership <b>2045:</b> 1.4% increase in ridership	2	<b>Medium</b> – reported for 10-minute headways. <b>2024:</b> +1.4% increase in ridership <b>2045:</b> 1.4% increase in ridership	2	<b>High</b> – reported for 10-minute headways. <b>2024:</b> +7.8% increase in ridership <b>2045:</b> +6.6% increase in ridership	3

EVALUATION CRITERIA	SUMMARY OF METRIC(S)	ELB SIDE RUNNING	SCORE	ELB CENTER RUNNING	SCORE	LRT CENTER RUNNING	SCORE
<b>Station Area Accessibility</b>	Qualitative assessment of connectivity around station areas and first/last mile needs.	High - Offers the most direct access for first/last mile connections into the existing sidewalk, trail, and bicycle network for Park City School District Station and the Bonanza Drive Station. Seamless integration at Richardson Flat Park and Ride and the OTTC. Stations located on each side of the corridor reduce midblock crossing needs, added wait times for signals, and out of direction travel. Additionally, regular bus service can utilize the stations, providing a seamless experience for the user.	3	Medium - Offers fairly direct access for first/last mile connections into the existing sidewalk, trail, and bicycle network for Park City School District Station and the Bonanza Drive Station. Seamless integration at Richardson Flat Park and Ride and the OTTC. Stations located in the middle of the corridor require addition of signalized midblock crossings at Park City High School and on Bonanza Drive. It may be less feasible for regular bus service to utilize center-running stations due to the need to merge in and out of general purpose lanes.	2	Low -Offers fairly direct access for first/last mile connections into the existing sidewalk, trail, and bicycle network for Park City School District Station and the Bonanza Drive Station. A separate LRT station would need to be located on Deer Valley Drive, as LRT cannot serve the OTTC in its existing form. The station would be located on Deer Valley Drive north of Main Street, due to steep grades. Users would have to walk up hill +/- .25 to .5 mi to access OTTC or other Old Town destinations. LRT stations located in the middle of the corridor require addition of signalized midblock crossings at Park City High School and on Bonanza Drive. Regular bus service cannot utilize the LRT stations.	2



EVALUATION CRITERIA	SUMMARY OF METRIC(S)	ELB SIDE RUNNING	SCORE	ELB CENTER RUNNING	SCORE	LRT CENTER RUNNING	SCORE
<b>Transportation System Access</b>	Corridor access at driveways, PCSD, and other businesses/ destinations.	High – Has the lowest impact to vehicular access on and off the corridor as left turns in and out of accesses and at unsignalized intersections would still be allowed. However, right turns off the corridor would be made from the bus lane, which may have marginal impacts on transit performance.	3	Low – Has the highest impact to vehicular access on and off the corridor. Alternative assumes no left turns in or out of cross streets or drive accesses. Left turns could be made only at signalized intersections, requiring vehicles to turn right and make a U-turn at the nearest signalized intersection. Bonanza Drive has no signalized intersection for U-turns except at its extents; SR-248 has 1.32 miles between signals at Comstock Road and Richardson Flat Road.	1	Low – Has the highest impact to vehicular access on and off the corridor. Alternative assumes no left turns in or out of cross streets or drive accesses. Left turns could be made only at signalized intersections, requiring vehicles to turn right and make a U-turn at the nearest signalized intersection. Bonanza Drive has no signalized intersection for U-turns except at its extents; SR-248 has 1.32 miles between signals at Comstock Road and Richardson Flat Road.	1
<b>Conceptual Capital Costs</b>	Quantitative assessment of costs, with ROM for each alternative, excludes ROW.	<b>High</b> – Has the lowest cost of each alternative.  \$175M - \$327M total construction cost.	3	<b>Medium</b> – Has the mid-range cost of each alternative.  \$238M - \$444M total construction cost.	2	<b>Low</b> – Has the highest cost per mile of each alternative.  \$291 - \$542M total construction cost.  (Guideway costs only)	1

*Conceptual capital costs were determined using a ROM unit cost assuming a 2030 construction year and include a contingency range of -20% from the base cost assumption up to +40% from the base cost assumption.*

EVALUATION CRITERIA	SUMMARY OF METRIC(S)	ELB SIDE RUNNING	SCORE	ELB CENTER RUNNING	SCORE	LRT CENTER RUNNING	SCORE
<b>Operational Costs</b>	Operations and maintenance costs. Excludes new facility and vehicle needs.	<b>High</b> – ELB has the lowest operating cost compared to LRT.	3	<b>High</b> – ELB has the lowest cost compared to LRT.	3	<b>Medium</b> – LRT is 1.5-2 times more expensive to operate than ELB.	2
<b>Construction Complexity</b>	Qualitative analysis of potential construction challenges and potential risks.	<b>High</b> – Least complex alternative to construct compared to LRT and center running ELB. Station platforms fit within existing footprint and curvatures of the roadway.	3	<b>Medium</b> – Less complex than LRT, but slightly more complex than side-running ELB. Center running ELB requires additional width needs at intersections to accommodate turning bays and vehicle operations; center running ELB requires more infrastructure for access management along the corridor, e.g., infrastructure to facilitate right-in-right-out movements for turning vehicles and controlled U-turn locations. Station platforms fit within existing footprint and curvatures of the roadway.	2	<p><b>Low</b> – Most complex alternative due to need for specialized, permanent rail infrastructure. OCS poles present vertical clearance issues under US-40 at Richardson Flat Road. A new Operations and Maintenance facility needed.</p> <p><b>Station Complexities:</b> Deer Valley Drive would require regrading for a new, resulting in potentially significant property impacts. Tail tracks needed at each EOL (355 ft long); on Deer Valley Drive this would require the station to be located a greater distance away from the OTTC. Station on Bonanza Drive would require 445 ft of tangent station platform length, realignment of the road required to accommodate it.</p>	1

Operational costs were determined utilizing FTA’s National Transit Database Annual Data Products National Transit Summaries and Trends 2018 and 2023 Editions, and American Public Transit Association (APTA’s) Public Transportation Factbook. Costs for each alternative were general operations estimates and not tied to a specific operating year. Excludes new maintenance facility and vehicle needs.

EVALUATION CRITERIA	SUMMARY OF METRIC(S)	ELB SIDE RUNNING	SCORE	ELB CENTER RUNNING	SCORE	LRT CENTER RUNNING	SCORE
<b>Environmental Considerations</b>	<p>Assessment of project development risks based on proximity to key environmental considerations.</p> <p>Footprints and alignments will be further refined in the next phase with the goal of reducing impacts.</p>	<b>Medium</b> – Potentially impact 4.91 acres of farmlands of statewide importance, 2.54 acres of wetlands, and 6,731 linear ft of streams. The alternative would directly impact four hazardous sites (three leaking underground storage tank [LUST] and one underground storage tank [UST]) and is within a 1-mile buffer of one National Priorities List Superfund site.	2	<b>Medium</b> – Potentially impact 6.03 acres of farmlands of statewide importance, 2.45 acres of wetlands, and 6,182 linear ft of streams. The alternative would directly impact four hazardous sites (three LUST and one UST) and is within a 1-mile buffer of one NPL Superfund site.	2	<b>Medium</b> – This alternative may potentially impact 6.09 acres of farmlands of statewide importance, 2.61 acres of wetlands, and 6,302 linear ft of streams. The alternative would directly impact four hazardous sites (three LUST and one UST) and is within a 1-mile buffer of one National Priorities List Superfund site.	2
<b>Estimated Property Impacts</b>	<p>Qualitative assessment of property impacts based on assumed footprint (GIS-level exercise).</p> <p>Footprints and alignments will be further refined in the next phase with the goal of reducing impacts.</p>	Medium – Seven properties fall within 20 ft of the proposed design footprint and may require commercial relocation; four of these directly overlap building footprints and would likely require relocation.	2	Medium – Seven properties fall within 20 ft of the proposed design footprint and may require commercial relocation; two of these directly overlap building footprints and would likely require relocation.	2	Low – This alignment may require the most commercial relocations of all alternatives. Eight properties fall within 20 ft of the proposed design footprint and may require commercial relocation; three of these directly overlap building footprints and would likely require relocation.	1

*Operational costs were determined utilizing FTA's National Transit Database Annual Data Products National Transit Summaries and Trends 2018 and 2023 Editions, and American Public Transit Association (APTA's) Public Transportation Factbook. Costs for each alternative were general operations estimates and not tied to a specific operating year. Excludes new maintenance facility and vehicle needs.*

EVALUATION CRITERIA	SUMMARY OF METRIC(S)	ELB SIDE RUNNING	SCORE	ELB CENTER RUNNING	SCORE	LRT CENTER RUNNING	SCORE
<b>Station Area and EOL Indicators Assessment</b>	Land use and population assessment based on FTA CIG criteria. Informational only.	<b>Medium –</b>  Richardson Flat Park and Ride Stations: Currently undeveloped but with substantial development potential.  Bonanza Drive and Park City High Stations: Offer the highest concentrations of population and employment.  OTTC: Unmatched commercial and taxable value per acre.	-	<b>Medium –</b>  Richardson Flat Park and Ride Stations: Currently undeveloped but with substantial development potential.  Bonanza Drive and Park City High Stations: Offer the highest concentrations of population and employment.  OTTC: Unmatched commercial and taxable value per acre.	-	<b>Medium –</b>  Richardson Flat Park and Ride Stations: Currently undeveloped but with substantial development potential.  Bonanza Drive and Park City High Stations: Offer the highest concentrations of population and employment.  OTTC: Unmatched commercial and taxable value per acre.	-
<b>Reduction in VMT</b>	FTA STOPS model output on potential VMT savings per day. Informational only.	<b>Medium –</b> reported for 10-minute headways. <b>VMT reduction 2024:</b> -190 mi <b>VMT reduction 2045:</b> -800 mi	-	<b>Medium –</b> reported for 10-minute headways. <b>VMT reduction 2024:</b> -190 mi <b>VMT reduction 2045:</b> -800 mi	-	<b>High –</b> reported for 10-minute headways. <b>VMT reduction 2024:</b> -1,430 mi <b>VMT reduction 2045:</b> -2,790 mi	-
<b>Noise and Vibration Impacts</b>	Measurement of sensitive noise receptors within the study area for each mode.	<b>High –</b> Noise sensitive receptors within screening distance: 66 Vibration sensitive receptors within screening distance: 0	3	<b>High –</b> Noise sensitive receptors within screening distance: 66 Vibration sensitive receptors within screening distance: 0	3	<b>Low –</b> Noise sensitive receptors within screening distance: 138 Vibration sensitive receptors within screening distance: 40	1



EVALUATION CRITERIA	SUMMARY OF METRIC(S)	ELB SIDE RUNNING	SCORE	ELB CENTER RUNNING	SCORE	LRT CENTER RUNNING	SCORE
<b>Visual Impacts</b>	Qualitative assessment of the alternative's potential impact on view sheds.	<b>High</b> – No new or increased visual impacts. Station platforms would likely be expanded at the Park City School District station and the Bonanza Drive station.	3	<b>High</b> – No new or increased visual impacts. Station platforms would likely be expanded at the Park City School District station and the Bonanza Drive station.	3	<b>Low</b> – OCS poles located approx. every 100-200' along length of alignment plus visible wiring between poles 22' above track. Signal houses and traction power substations required. The structure at US-40 and Richardson Flat Road can't accommodate OCS and would need to be replaced.	1
<b>Feasible and Service-Proven</b>	Feasible to implement prior to 2034, eligibility and competitiveness for FTA funding.	<b>High</b> – The availability of vehicles is higher than rail cars, manufacturing times are faster, and a new maintenance facility is not needed immediately.	3	<b>High</b> – The availability of vehicles is higher than rail cars, manufacturing times are faster, and a new maintenance facility is not needed immediately.	3	<b>Medium</b> – Longer lead times for vehicle manufacturing; dedicated operations and maintenance facility required and would undergo a similar federal NEPA process.	2
<b>Community Compatibility</b>	Ability to interline or share guideway with existing transit services and compatibility with local plans.	<b>High</b> – Most compatible with current bus system, the SR-224 Bus Rapid Transit (BRT) project, and the OTTC and is identified in several local and regional transportation and transit plans. High-capacity transit on this segment of SR-248 is identified on the Statewide Long Range Transportation Plan.	3	<b>High</b> – This alternative is most compatible with current bus system, the SR-224 BRT project, and the OTTC and is identified in several local and regional transportation and transit plans. High-capacity transit on this segment of SR-248 is identified on the Statewide Long Range Transportation Plan	3	<b>Medium</b> – Currently no LRT services in operation with PCT, developing service would require additional rail yard and maintenance facilities. Connection considerations to OTTC required. Considerations for separate alignment and access would be required for Richardson Flat P&R.	2

EVALUATION CRITERIA	SUMMARY OF METRIC(S)	ELB SIDE RUNNING	SCORE	ELB CENTER RUNNING	SCORE	LRT CENTER RUNNING	SCORE
<b>Resiliency</b>	Assessment of if and how the mode can be scalable over time to add capacity.	<b>High</b> – ELB service can expand service frequency and capacity with minimal infrastructure requirements by adding additional vehicles and reducing headways. Generally considered more scalable for special events due to existing availability of vehicles.	3	<b>High</b> – ELB service can expand service frequency and capacity with minimal infrastructure requirements by adding additional vehicles and reducing headways. Generally considered more scalable for special events due to existing availability of buses.	3	<b>Medium</b> – LRT offers less flexibility than ELB for adding vehicles, as stations must be designed larger in advance or ROW preserved to accommodate increasing station lengths for long trains. Adding vehicles does not necessarily increase frequency of service but can move more passengers with each trip. Alternatively reducing headways to meet demand instead of adding LRT vehicles to the train set could also be considered.	2
<b>Public and Stakeholder Support</b>	Support for the mode based on engagement findings. Informational only.	<b>High</b> – ELB service has the greatest public support; the public likes that this mode is most compatible with the current system; there is high interest in this alternative due to its ability for timely implementation and cost effectiveness; support for the flexibility of buses and ability to easily scale service.	-	<b>High</b> – ELB service has the greatest public support; the public likes that this mode is most compatible with the current system; there is high interest in this alternative due to its ability for timely implementation and cost effectiveness; support for the flexibility of buses and ability to easily scale service.	-	<b>Medium</b> – LRT has moderate public support; there are some concerns over system-to-system compatibility, cost, and impacts due to noise, vibration, property impacts at intersections, and noise and traffic delay during construction.	-
<b>SCORING</b>			<b>43</b>		<b>39</b>		<b>27</b>

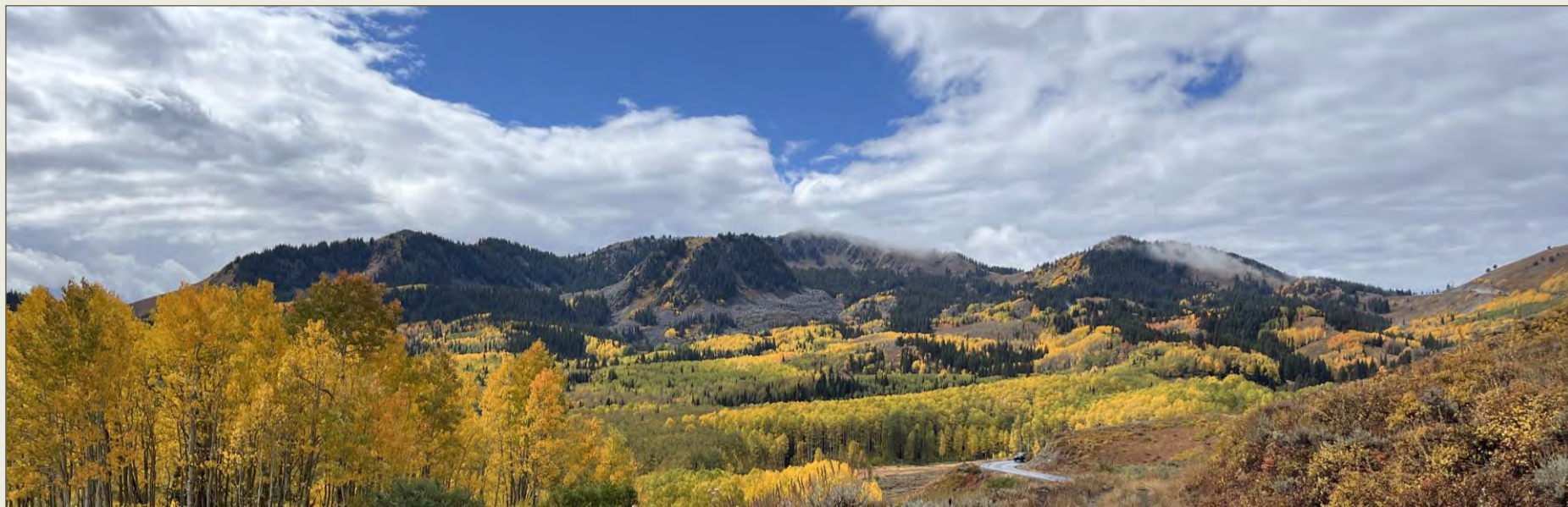


January 8, 2026



## **BONANZA FLAT CONSERVATION AREA**

# **Adaptive Management & Stewardship Plan Review**



# Bonanza Flat Conservation Area: Overview



**Initial protection:** \$13 million campaign, led by UOL, resulting in conservation purchase

**Summer 2017:** UOL conducts Natural Lands Inventory and Baseline Documentation Work

**2017-2018:** Jurisdictional and Technical Stakeholder meetings, regional landowner management considerations

**2020:** Conservation Easement signed, Bonanza Flat Adaptive Management & Stewardship Plan adopted

Over 3,000 individual donors, 3 cities, 3 counties, 3 agencies and 11 nonprofits came together to ensure the land was protected.







# Bonanza Flat Conservation Area: Guiding Documents



## Conservation Easement (CE)

The **Conservation Easement** is a voluntary legal agreement between a landowner and a qualified entity that preserves and protects open space *in perpetuity*.

- This document identifies Conservation Vales and defines permitted and prohibited uses

## Bonanza Flat Adaptive Management & Stewardship Plan (BFAMS)

The **Adaptive Management Plan** guides management strategies in accordance with the Conservation Easement.

- UOL & PCMC worked with experts across disciplines to develop BFAMS
- Holistic approach took into account the regionality of BFCA and surrounding high visitor use areas





# Bonanza Flat Conservation Area: Key Partnerships



**Conservation Easement Grantor:**  
Park City Municipal Corporation (PCMC)

**Conservation Easement Grantee:**  
Utah Open Lands (UOL)

## Key Partnerships:

- Utah Department of Natural Resources – Department of Outdoor Recreation
- Mountain Trails Foundation
- Wasatch Trails Foundation
- Girl Scouts of America



# Bonanza Flat Conservation Area:

## ADAPTIVE MANAGEMENT & STEWARDSHIP PLAN



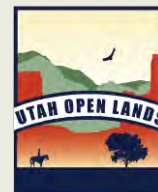
### BONANZA FLAT CONSERVATION AREA ADAPTIVE MANAGEMENT & STEWARDSHIP PLAN

DEVELOPED FOR PARK CITY MUNICIPAL CORPORATION  
BY UTAH OPEN LANDS  
ADOPTED January 9, 2020



BONANZA FLAT CONSERVATION AREA || Adaptive Management & Stewardship Plan

The **BFAMS Plan** provides a *framework* for comprehensive stewardship of the land, incorporating on-site research, data collection, and input from stakeholders and the public.





# Utah Open Lands: Stewardship



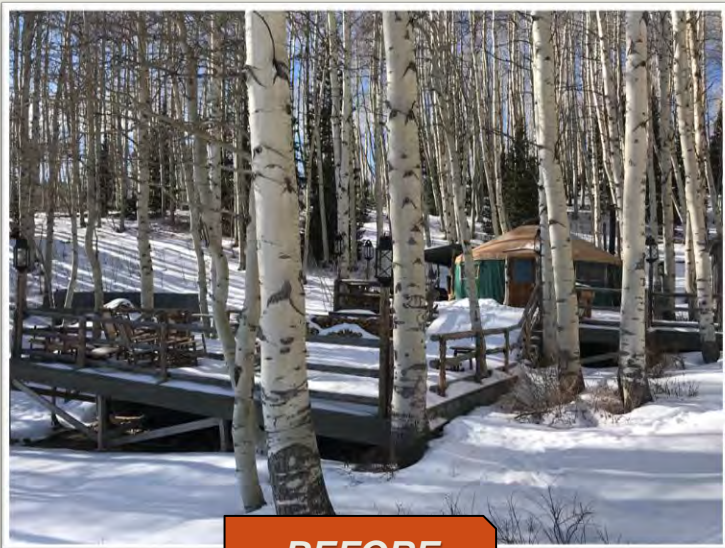


# Stewardship

Since 2018, UOL has secured **\$682,554.82** in funding for stewardship purposes through:

- Utah Department of Recreation
- Central Wasatch Commission
- David Kelby Johnson Foundation
- Significant private family and individual donations
- Enforcement





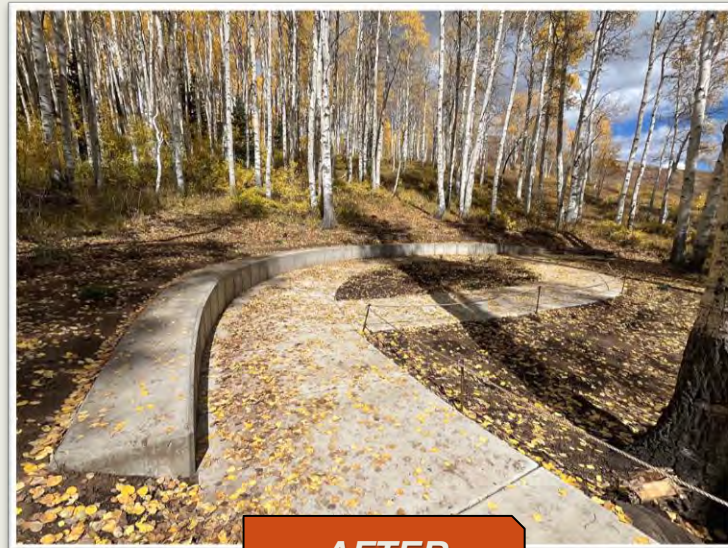
**BEFORE**



**Yurt  
Platform &  
Deck**



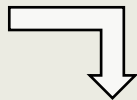
**Aspen  
Gathering  
Place**



**AFTER**







# Aspen Gathering Place

- Reduced overall footprint by 85%
- Revegetated surrounding area with volunteers (~150 plants)
- Hung several bird boxes, more planned
- Provides an accessible, interpretive, community gathering place
- *Looking forward:* ribbon cutting ceremony, community engagement, mindful birding, yoga & meditation series





# Enforcement



June 2022



**BFCA Conservation Easement Section VI.E.**  
**Prohibited Uses:**  
*Alteration of Watercourses, Wetlands, or  
Topography*

Restoration event fall 2022







# Enforcement



June 2022

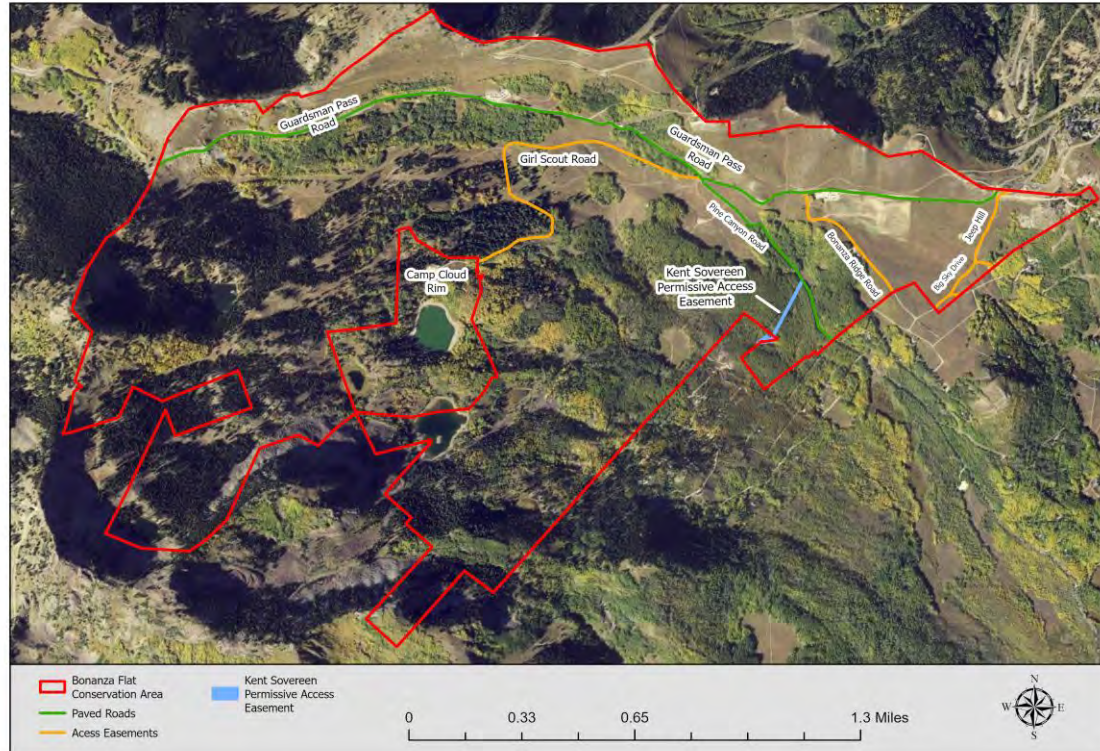


June 2025



# Enforcement: Emergency Corridors

## Bonanza Flat Conservation Area - Emergency Corridors and Access Easements





# Management Plan Implementation





2017 – 2025: Eight Years of Conservation

# A Look At What We Have Accomplished



- 1000's of staff hours
- Reduction in parking tickets & trailhead safety issues
- Social trail & habitat restoration
- Removal of Church of Dirt
- Replacement of dilapidated Yurt Deck
- Bloods Lake & Lake Lackawaxen restorations
- Annual volunteer events
- New wayfinding signage
- Adaptive monitoring & management of native species
- Rescue & successful release of flammulated owls (2025)







# Restoration and Ecosystem Maintenance: Projects & Priority Areas



## Completed and/or in progress:

- Bloods Lake shoreline & high-use areas
- Lake Lackawaxen shoreline & high-use areas
- Social trails & campsites
- 2022 CE violation restoration area

### TO DATE:

*~ 5 miles of social trails  
revegetated & monitored  
~ 10 acres of disturbed area  
restored*

"Habitat restoration should occur  
in areas of man-made  
disturbances that are not  
pursuant to a permitted use."

BFAMS, p.60

## Future priority areas:

- Culvert Meadow
- Wet meadow disturbances
- Jeep Hill



# Shoreline Restoration: Lake Lackawaxen

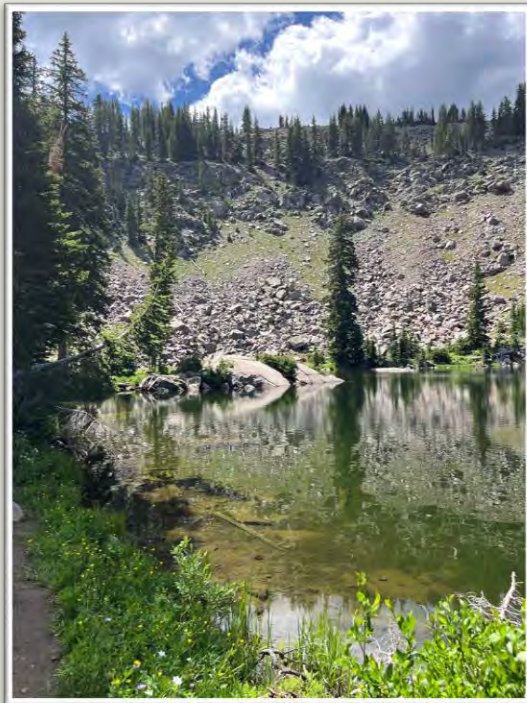
Fall 2022



Spring 2023



Summer 2025







# Social Trail & Disturbance Restoration: Bloods Lake





Fall 2022



# Social Trail Restoration: Culvert Meadow

Spring 2023



Fall 2025





“Natural ecosystems should be protected, restored and well managed as a part of trail construction and maintenance.”

BFAMS, p.26

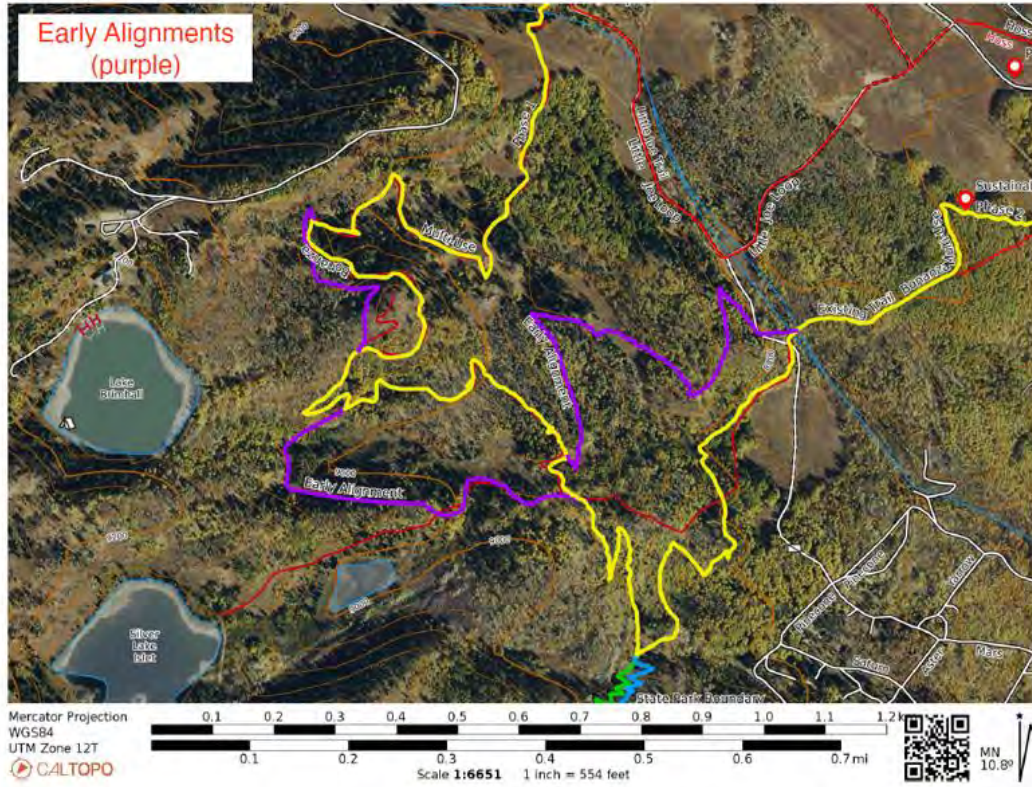
## Recreational Experience

- Social trail restoration remains a priority
- Bonanza Loop Trail
- Bloods Lake reroute
  - Created a sustainable alignment
- Lackawaxen reroute
  - Rerouted to avoid sensitive area & wet meadows
- WOW connector
  - Finished Fall 2025



# Due Diligence & Input: Bonanza Loop Trail

## Final Phase Multi-Use Trail Alignment





# Ongoing Implementation

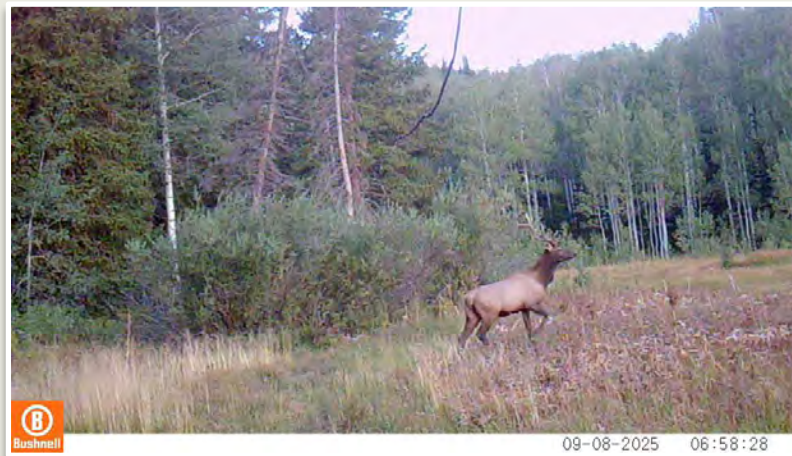


# Ongoing Implementation

- Restorations
  - Bloods Lake & Lake Lackawaxen high use areas
  - Social trails & disturbed areas
- Comprehensive monitoring
  - Water quality, vegetation transects, rare plant surveys, wildlife surveys, invasive species monitoring & mitigation
- Grant related projects
- Parking and evaluation of carrying capacity
- On-site outreach, education, and volunteer events



Fall 2025





2019  $\Rightarrow$  2025





Bonanza Flat  
Parking Lot

Fall 2025



Bloods Lake  
Parking Lot

# Parking and Transit

Recreational capacity is a term generally defined as *the reasonable maximum load or population that an area will support without undergoing deterioration*. For the BFAMS plan, a no-net-increase and existing carrying capacity have been identified as central to not “loving Bonanza Flat to death.”



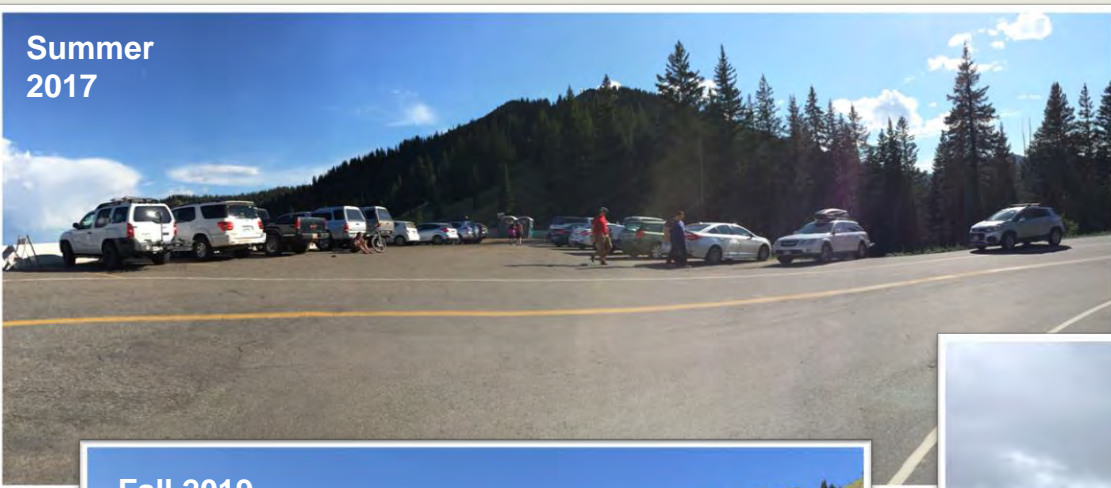


# Parking: Stats and Impact

- No queuing on road
- 68% decrease in on-street parking violations
- Funds from parking fees pay for the Purple 9 Line
  - Any leftover funding goes into stewardship funds
- Orange line expansion, serving Wasatch Front



Summer  
2017



# Parking & Transit: Guardsman Pass Drop Off

Fall 2019



Fall 2025





# Former Transit to Trails → Purple 9 Line



The "TRANSIT TO TRAILS" logo, with "TRANSIT" in blue and "TO TRAILS" in green, featuring a bus icon and a mountain icon.

This **FREE** service is intended for summer recreators looking for transportation between the Bonanza Park neighborhood and the Bonanza Flat Conservation Area.  
Service is provided Thursday-Sunday.

P

MM

BT

BL

**PARKING/PICK-UP**  
1376 MUNCHKIN ROAD,  
PARK CITY, UT 84060

**MID-MOUNTAIN TRAILHEAD**

**BONANZA FLAT TRAILHEAD**

**BLOODS LAKE TRAILHEAD**

**SATURDAY AND SUNDAY DEPARTURES**  
JULY-OCTOBER  
8:00 A.M. | 9:00 A.M. | 10:00 A.M.  
11:00 A.M. | 12:00 P.M. | 1:00 P.M.

**THURSDAY AND FRIDAY DEPARTURES**  
JULY: 5:00 P.M. | 6:00 P.M. | 7:00 P.M.  
AUGUST: 4:30 P.M. | 5:30 P.M. | 6:30 P.M.  
SEPTEMBER: 4:00 P.M. | 5:00 P.M. | 6:00 P.M.  
OCTOBER: 3:30 P.M. | 4:30 P.M. | 5:30 P.M.

This service is dog-friendly, and accommodates mountain bikes.

**DEPARTURE**  
Arrive at pickup location 5-10 minutes prior to departure.

**RETURN**  
If you need a return trip, please register with your shuttle driver at departure.

A QR code for more information.

Reserve your **FREE** ride by visiting [protransparkcity.com/trails](https://protransparkcity.com/trails)

This service will be capped when capacity is met. Unscheduled or 'walk-up' riders will be accepted based on availability.

If you pack it in, please pack it out.

The Park City logo, featuring a mountain and the text "PARK CITY".

The ProTrans logo, featuring a mountain and the text "PROTRANS".

The Utah Open Lands logo, featuring a mountain and the text "UTAH OPEN LANDS".





# Looking Ahead





# Trails: 2025 Comprehensive Signage Overhaul



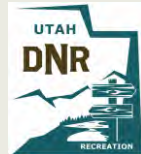
Utah Department of Recreation grant awarded to UOL and PCMC in 2025

Total project cost: **\$31,808.19**

Funding awarded by DOR: **\$8,000**

## Project Goals:

- Offer a better visitor experience through enhanced signage, improved wayfinding, and public education
- Ensure resource protection



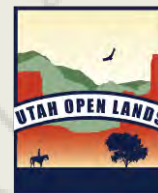




# Looking Ahead...

## ... priorities for 2026 (and beyond!)

- Forest health and fuels reduction
- Empire Pass Connector
- Winter non-motorized recreational enhancements
- Enforcement
  - Motorized vehicle use
  - Alteration of topography
- Noxious weed mitigation
- Priority restoration areas
  - Culvert Meadow (BFAMS p.45)
  - Jeep Hill (BFAMS p.46)
- Aspen Gathering Place
  - Ribbon cutting event
  - Community engagement



# Looking Ahead

Through BFAMS Plan implementation, we will continue to manage and steward BFCA to meet the shared goals of PCMC and UOL for this unique property.

## This includes:

- ***Collaborating*** with our partners
- ***Engaging*** with the community through education, outreach, and volunteer opportunities
- Continued ***restoration*** and ***monitoring*** of social trails and other disturbed areas
- Completing installation of ***new trail signage***
- ***Ongoing evaluation*** of parking, transit, and carrying capacity of the land







## Conclusion

***The current BFAMS Plan guidance and directives are a vital part of the sustainable, long-term maintenance/management of BFCA – we do not recommend changes to BFAMS at this time.***



# Bonanza Flat Conservation Area

## End of Season Update - 2025



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# Agenda

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- Background and BFAMS
- 2025 Implementation Overview
  - KPIs
- 2026 Recommendations

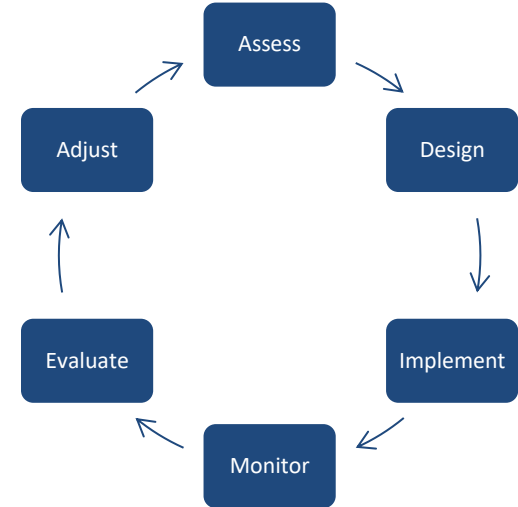


# Background

*All management changes are made with consideration for Adaptive Management Plan (BFAMS) values and processes.*

## Challenges

- High levels of multi-use visitation
- Extreme parking congestion
- Vehicle queuing hazards
- Illegal roadside parking





# —2025 Implementations—

- Full collaboration between Transportation, Parking, Trails & Open Space departments, and Utah Open Lands
- **Trailhead improvements** – safety, traffic circulation, designated shuttle access
- **Paid parking** at 3 key trailheads
- **Transportation service expansion** – Free, frequent; Purple 9 Trails Route
- **Wayfinding signage and stewardship** investments – Grant Funding, Aspen Gathering Place



# —Transportation Pilot 2025—

**On Feb 2, 2025, the Council affirmed support for Summer/Fall Bonanza Flat transportation items:**

- Paid parking program

- Locals pass program

- Purple 9 Trail Route

- Trailhead improvements

- Using paid parking revenues, with a cost-neutral model, to help offset increased service costs



LOCAL PASS  
PROGRAM



TRAILHEAD  
IMPROVEMENT



PAID PARKING  
PROGRAM

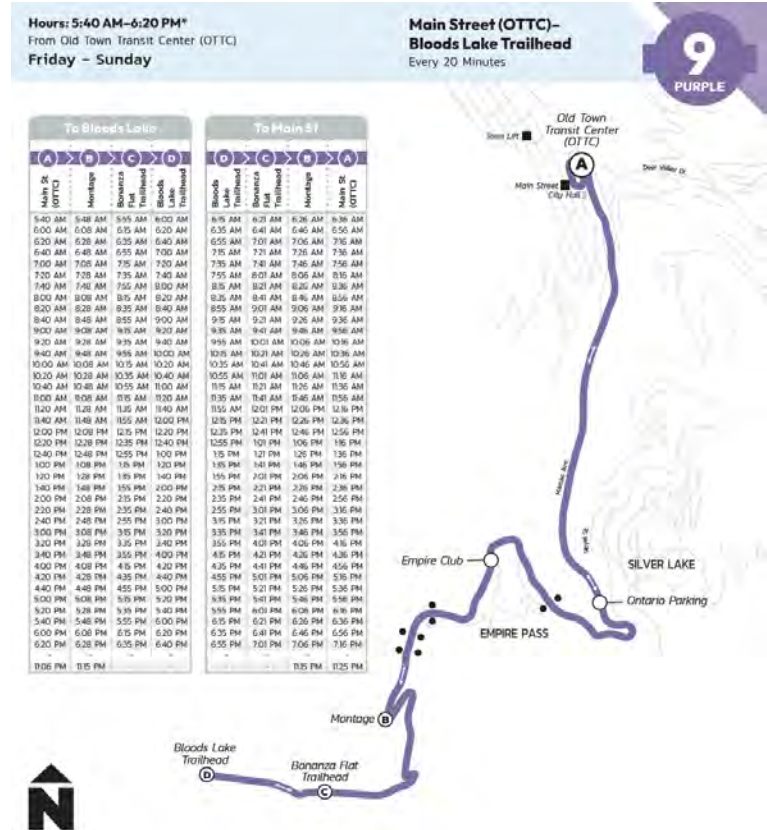


TRANSIT  
EXPANSION

# 9 Purple Trail Route

2025

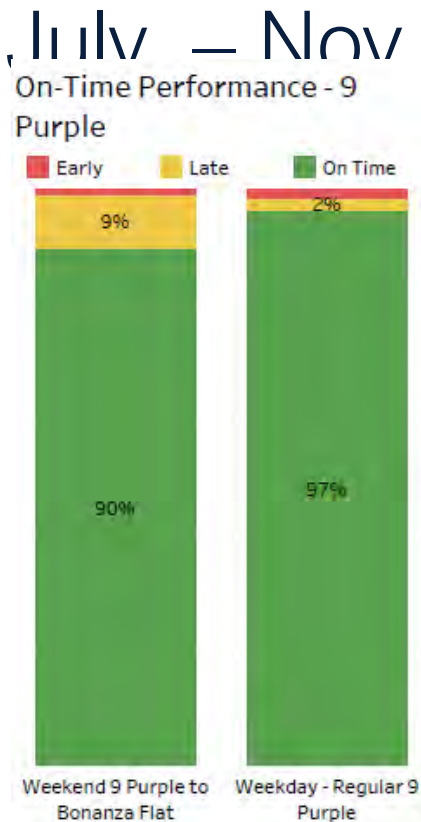
- **9 Purple Trail Route:** Fri–Sun, 20-min frequency to Bonanza and Bloods Lake TH
- **Weekday Service:** 30-minute frequency OTTC to Montage
- Paid Parking at Bonanza and Bloods Lake TH
- **Trailhead Amenities:** Bus pullouts, signage, bike racks





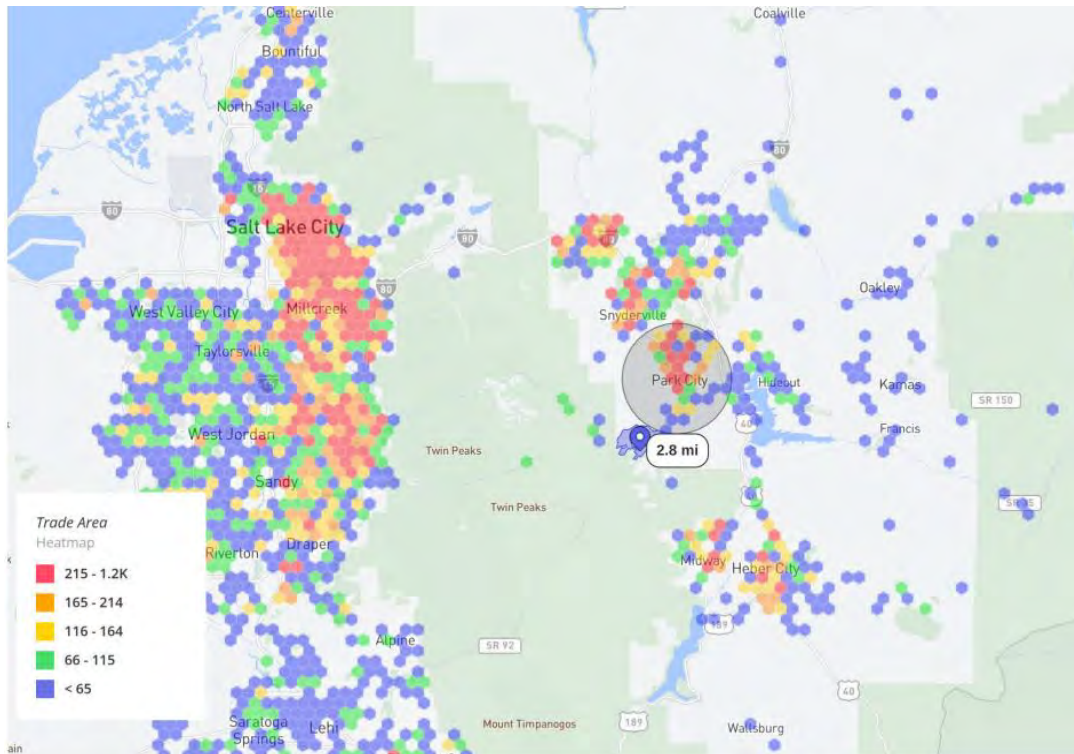
# — 2025 Transit Performance —

- **9 Purple Weekdays:**
  - Avg. 164 riders/day
- **9 Purple Trail Weekends:**
  - Avg. 371/ riders/day
- **Bikes on Board:**
  - 59/ 7- day avg, racks often full



# Bonanza Users: Origin

- **Majority of 2025 Summer /Fall Bonanza users from Wasatch Front**



Home locations are obfuscated for privacy and randomly placed within a census block. They do not represent actual home addresses.

Jun 1st, 2025 - Nov 30th, 2025

Data provided by Placer Labs Inc. ([www.placer.ai](http://www.placer.ai))

# Transportation KPIs

- **Pilot KPIs indicated:**

- Increased transit ridership demand for 9 Purple Trail Route
- Expanded recreation access (bikes & dogs on board, reliable service)
- Reduced congestion & improved roadway safety
- Parking utilization and roadway safety
- Community support for pilot





# Funding: Parking Revenue → Transit Access

2025

## 2025 Paid Parking Pilot

- Parking revenue-funded 9 Purple Trails Route
- Service designed to be **cost-neutral**

## Summer Results

- **Parking Revenue:** \$317,815
- **Transit Cost:** \$227,538
- **Carryover:** ~\$91,300

## Reinvestment

- **Winter Shuttle Pilot:** ~\$90,000
- Funded **entirely** by 2025 parking revenue



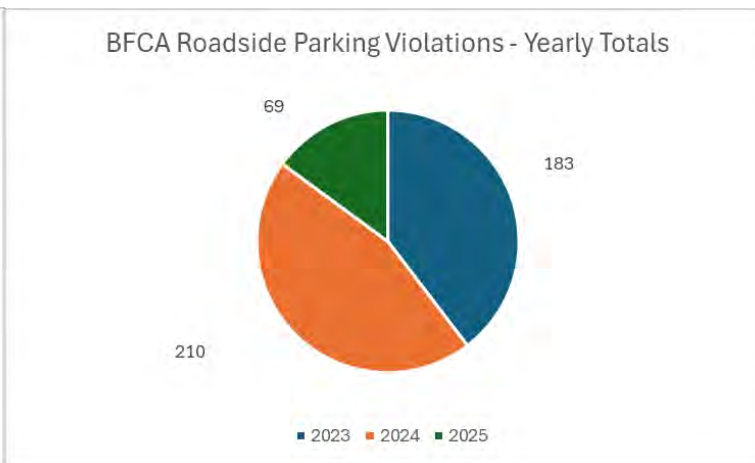
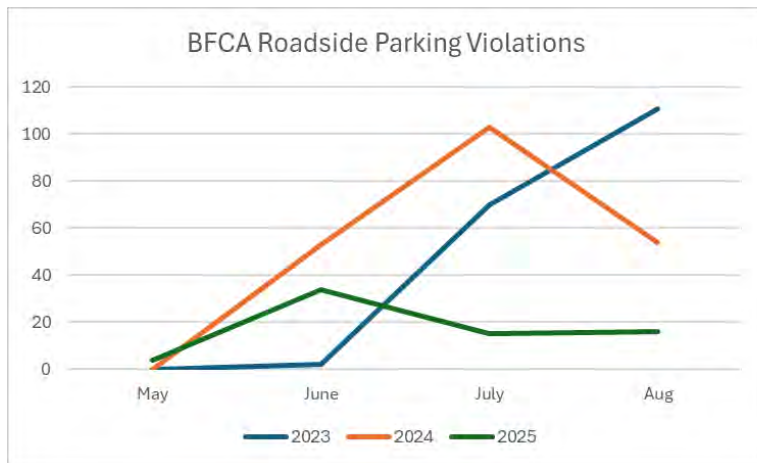
**PAID PARKING  
PROGRAM**



**TRANSIT  
EXPANSION**

# – Parking and Demand Mgt –

- **Local Permits:** 1,200 issued, 3–7% daily use; 2,500+ extra visits by 84060 residents
- **Paid Parking:** ~1,096 weekly transactions
- **Reduced Congestion:** Fewer queues & illegal parking than 2024



In a year-to-date comparison, roadside parking violations significantly decreased in 2025 following the implementation of Paid Parking and the 9 Purple Trail Extension.



# – Parking and Demand Mgt–

2024

2025

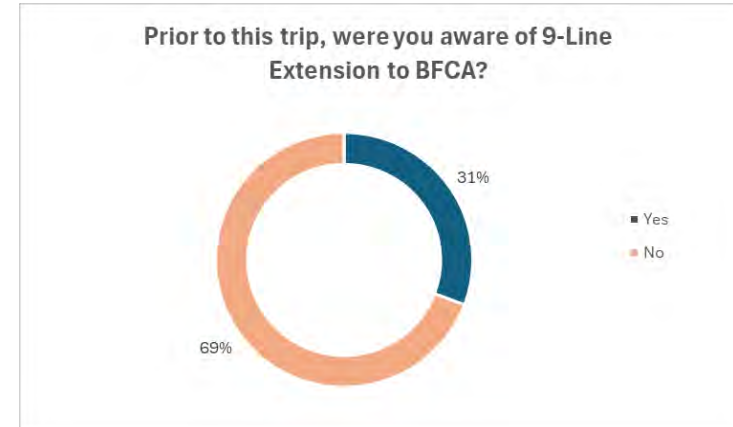
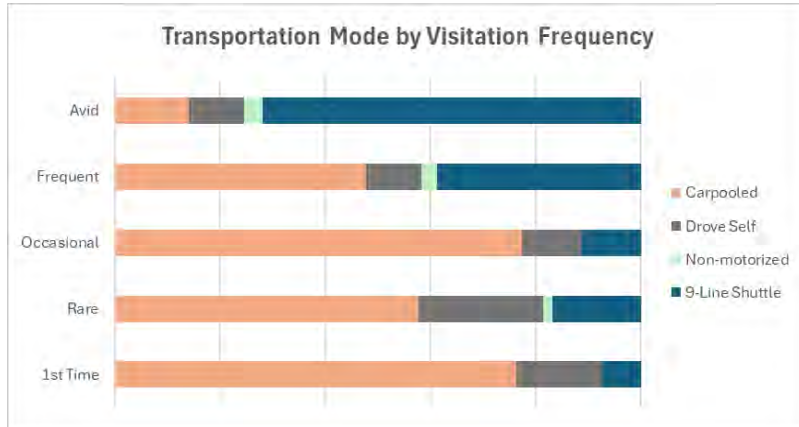
Over 50% reduction to roadway queuing instances observed in 2025 compared with 2024 .





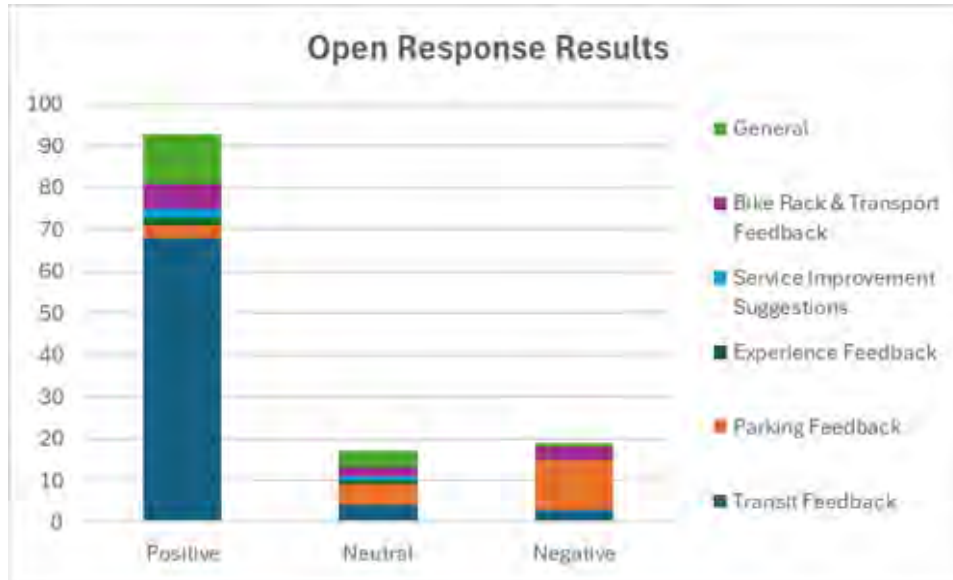
# Perspectives

*Visitor survey conducted with over 350 respondents to gauge transportation choices, motivators, & awareness*



# Perspectives

*Visitor survey conducted with over 350 respondents to gauge transportation choices, motivators, & awareness*



# —Remaining Challenges—

- Snowmobile/motorized trespass issues
- Education & communication strategies
- Impacts of increasing visitation
- Restoration projects – Bloods Lake, defunct trail spurs, long-term maintenance





# Next Steps

- Bonanza Winter shuttle service,
  - BFCA winter recreation enhancements
- Aspen Gathering Place ribbon cutting
- Repeat of peak-season operations with minor adjustments
- "Benchmark" data – continue ongoing assessments and BFAMS process using now-established benchmarks for paid parking, transit service, & trail use



# — Staff Recommendations —

- Continue monitoring new 2025 program performance and impacts;
- Evaluate and implement minor operational refinements for 2026, including parking and transit service adjustments; and
- Return to Council prior to the 2026 season with updates and recommendations.

