



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

August 20, 2026

The Council of Park City, Summit County, Utah, met in open meeting on August 20, 2026, at 3:45 p.m. in the Council Chambers.

WORK SESSION

Discuss Salt Lake City Airport Connector Pilot Project:

Bill DeGroot, Transit Manager, Jennifer Wesselhoff, Park City Chamber Executive Director, and Adam Herrup-Morse, Snow Country Limousine, presented this item. DeGroot reviewed that there was an Emerging Disruptors Taskforce who brainstormed different ways to reduce traffic in the City. One of the ideas was to have an airport shuttle. Wesselhoff stated this program would be a marketing and mobility initiative that would provide reliable transportation, reduce congestion, and promote sustainability. They would like the project to be year-round, but they were going to implement a pilot for 15 weeks in the winter. This service would have a low fare, so subsidies were needed.

Herrup-Morse stated there were clusters of lodging partners and that would make the service feasible. They would promote the service on hotel websites and reservations would be required. Wesselhoff indicated they made a budget for the pilot. The Chamber would handle the marketing for the program. DeGroot stated they hoped to have partnerships with hotels, Summit County, and grants. He knew there was not a City budget for this, and asked if the Council was interested in supporting the pilot.

Mayor Dickey asked what the City's role in this project would be. DeGroot stated time and investment were two separate questions. He wanted to know if there was an investment amount the City would be comfortable with. He also needed to estimate how long the City would need to invest in the program. They did not think this should be subsidized indefinitely and he felt it should be self-sustaining. They were thinking the pilot should be for two years to see the ridership growth potential. Mayor Dickey asked if there were structural barriers at the airport to prevent this service from happening before now. Herrup-Morse felt Park City was relatively close to the airport and so this pilot looked feasible. Uber and taxi rides were \$60-\$70, so they were looking at that competition.

Council Member Miller asked what the liabilities might be in this partnership. DeGroot stated they would follow the City's contracting process, but exposure would be part of the budgeting process and then present that to Council to see if they were comfortable with that. The other unknown was the desire for this service. Council Member Miller asked what it would look like for overnight visitors. Wesselhoff stated Herrup-Morse reached out to the hotels and they were interested in doing the program in the summer as well as the winter. They thought this would be an incentive for corporate visitors. The shuttle service could help as visitors chose where to vacation. Council Member Miller asked if they would want this year-round. Wesselhoff stated for now, they were requesting support for the 15-week period in the winter when they had peak demand. Herrup-Morse indicated he wanted this to be a successful project.

Council Member Zegarra asked what the funding gap was that the City might be expected to fill. Herrup-Morse stated it depended how often the shuttles ran. Wesselhoff estimated a funding gap of \$390,000, but the service could be adjusted to reduce the cost.

Council Member Ciraco asked who would own the service after the pilot was proven successful. Herrup-Morse stated he envisioned that a public-private partnership would be needed since this was not a revenue generating service. DeGroot added there would be procurement guidelines and legal requirements that the City would go through. Council Member Ciraco stated the airlines didn't subsidize people flying to Salt Lake City to visit and he didn't think the City had a role in subsidizing conference attendees to get from the airport to the City. He felt the pilot should be targeted in the seats being filled. He suggested scheduling around the times when there were the most arrivals. He thought there could be a central location in the City for dropoffs and then the lodging facilities could send their shuttles to take the visitors the last mile. He also didn't want to contribute more than the County.

Wesselhoff noted the City could not provide this service because of Federal Transit Authority (FTA) regulations. She felt one centralized drop off would make the service less desirable than taking the visitors directly to their destination.

Council Member Toly thought this should be promoted to the residents too. She asked if travelers could book a ticket from their home airport to Park City, so the shuttle would be the automatic end of line. Wesselhoff stated they were talking with Delta Airlines, and this idea was just a concept at this point. Council Member Toly asked if the resorts were interested in the project. She agreed the City should pay equal to the County and she wanted to continue the conversation.

Council Member Parigian supported continuing the conversation. He liked having the service for residents as well. He asked if the Chamber would be contributing to the program. Wesselhoff indicated her role was to convene the partners and to get the restaurant tax grant. She was thinking about marketing and cross marketing with the other partners and at the airport. The TRT funds limited them to marketing only. Council

Member Parigian asked if this program was keeping up with other ski towns or differentiating the City from other ski towns. DeGroot stated setting a direct shuttle to a ski town was different than the other ski towns. Council Member Parigian asked to see what could be done for the locals.

Council Member Ciraco stated \$160,000 from the County was a RAP tax grant, to which Wesselhoff clarified it was a restaurant tax grant. The Council agreed to keep working on this project. Mayor Dickey wanted to make this project more of an end-to-end service. He wanted the City to invest in something that had a return on investment for the economy.

Main Street Area Discussion:

Matt Lee, Economic Development Project Manager, reviewed the limited feasibility work done for Main Street. There was supportive public feedback for improving the pedestrian experience, the restrooms and public open spaces, and Swede Alley. There was concern over loss of parking, business and employee access, views, aerial transit cost and alignment, one-way traffic on Main Street, and project funding.

Council direction at the time was to study pedestrian-friendly street and sidewalk improvements within the Historic Commercial Business District (HCBD), study the feasibility of aerial transit connections from Deer Valley Snow Park and China Bridge parking garage and Richardson Flat, prioritize China Bridge replacement, and explore the potential for thermal energy network for use as snowmelt in the HCBD.

Lee indicated visitors to Main Street had declined by 9.4% since 2021. He felt the data supported the study's original findings and should be considered as part of the discussion. He noted the spending per visit had decreased when adjusted for inflation. Lee reviewed the feasibility work for roads and circulation for Main Street. Next steps included addressing property impacts, scheduling estimates for utility relocation, the public and stakeholder input, and getting a feasibility analysis. It was estimated a concept design would cost \$36.6 million. He displayed a Main Street concept with a single surface street which had flexible barriers to protect pedestrians from vehicles, and he noted those could be moved for events where street closures were implemented. Swede Alley concept would prioritize pedestrian access and would include a multi-service lane for load-in zones and parking access, with through traffic.

Aerial Transit feasibility included evaluating the alignment and alternate alignments, right-of-way analysis for parcels across the alignments, cost estimates for construction and ongoing operations and maintenance, and analysis of primary options for aerial transit technology. The concept level cost estimate for aerial transit from Snow Park to China Bridge would be \$33-\$55 million, and to Richardson Flat would be \$40 million.

Lee reviewed other transportation solutions being evaluated currently was the side-running dedicated bus lanes on SR-248 and the park and ride developments at Gordo and Richardson Flat. He noted China Bridge was different than the other redevelopment

concepts because some level of future capital reinvestment was an asset management issue, regardless of whether Council pursued broader redevelopment. He asked Council to consider if the City should continue to escalate the amount of money spent on repairs, replace the parking facility, or use the property for parking in conjunction with redevelopment.

Mayor Dickey asked the Council if they wanted to put together a plan for some or all of the Main Street area or were things fine as they were going today. Council Member Ciraco asked if the visitation data was expected to continue going downward based on the lower sales tax received this year, to which Lee affirmed. Council Member Ciraco referred to China Bridge and asked if a redevelop and replace option would offset costs, to which Lee affirmed. Council Member Ciraco supported keeping aerial transit on a separate path than roads and circulation. He wanted to proactively solve China Bridge and that was to replace or redevelop and replace, since that was an impact to Main Street. He thought Swede Alley should complement Main Street. He wanted to address public spaces separately. He wanted to have a solid plan for Main Street before China Bridge construction or redevelopment began. Council Member Zegarra agreed with Council Member Ciraco and asked about the role and configuration of the Old Town Transit Center. Lee indicated there were currently limited capacity issues for the transit center and he was asking if it was worth looking at and wrapping it into part of the plan as part of a cohesive strategy. Council Member Zegarra asked to discuss the Brew Pub lot and the opportunities to create something family friendly there to help people stay on Main Street longer.

Council Member Miller agreed that aerial transit should be a separate path. She thought public spaces should be considered separately too. She wanted to pursue a redevelopment plan for China Bridge. She liked the suggestion to explore the Brew Pub lot and suggested implementing a construction mitigation grant during construction. She wondered if the Council should look at the City Hall capacity at the same time. Council Member Parigian wanted to put all of this together. He wanted to clarify what they were doing with China Bridge and see a timeline for the project. Circulation wasn't solved and he wanted that work to continue. He was not a fan of expanding the sidewalks and then putting plants on them to clog them.

Council Member Toly could see the threats to Main Street. She thought Swede Alley could be a great component to the downtown area and currently it was not desirable. She supported futuristic ideas as they considered China Bridge. She hoped to see a performing arts center on the Brew Pub lot. She wanted intersections looked at. She wanted the Main Street businesses to be involved in the process, and she stressed the need to evolve. Mayor Dickey asked Council Member Ciraco to elaborate on the aerial transit concept. Council Member Ciraco thought we should determine if it could be done, and he thought the price tag was not out of reach. Mayor Dickey asked if there should be a landing spot for a gondola to which Council Member Ciraco affirmed and asserted this should be done before 2034. If China Bridge was going to be torn down,

he wanted to get the most benefit from it. Lee felt that separating the aerial transit could be done except it required China Bridge to be rebuilt.

Mayor Dickey summarized that the Council wanted a plan for China Bridge and include the Brew Pub lot and a focus on Swede Alley. Council Member Ciraco asked that Lee get with Engineering to get the full picture of what China Bridge repairs would be. Steven Dennis, Senior Project Manager, indicated that to date, China Bridge repairs had cost \$1.5 million. They prioritized structural repairs, replacing stair towers, reinforcing the east edge of the upper southern structure and other things. The preventative measure that was taken was the application of coatings. They recommended another structural assessment in three to four years. Adam Lenhard, City Manager, reviewed that the team would come up with a more detailed plan, including timelines, and look at some financial analyses or an outline of how to approach those things.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Ryan Dickey Council Member Bill Ciraco Council Member Molly Miller Council Member Tana Toly Council Member Diego Zegarra Adam Lenhard, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
Council Member Ed Parigian	Excused

II. 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.

Charlotte O'Connell 84060 liked hearing that the Council was thinking about transit differently. She suggested using Bonanza Park for extra travel lanes and turn lanes. She was also a proponent for having more roundabouts.

Mary Olshefski 84060 read an article that Larry H. Miller wanted to bring affordable housing to this area. She felt there were alternatives to building affordable housing in the middle of town. This town was expensive and was not feasible for affordable housing. She stated 30,000 vehicles came into town each day and residents had said this was a challenge. Creating greater density did not make sense.

Mayor Dickey closed the public input portion of the meeting.

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Miller noted that Park City High School was ranked the third best high school in the state, by U.S. News and World Report. Council Member Zegarra attended a Summit Pride event last week and thought it went great. He thanked the City team for the great Chef's Table event and he noted that Song Summit would take place next weekend. Council Member Ciraco thanked the firefighters for containing the fire in Summit County.

Staff Communications Reports:

1. Transportation Performance Metrics Quarterly Report: April–June 2026:

2. Park Silly Sunday Market Mid-Season Review:

IV. CONSENT AGENDA

1. Request to Approve Ordinance No. 2026-20, an Ordinance Amending Title 3, Ethics, Chapter 3, Campaign Disclosure, of the Park City Municipal Code:

2. Request to Adopt Resolution 16-2026, a Resolution Proclaiming August 28, 2026, as Arbor Day and Celebrating Park City's 33rd Anniversary as a Tree City USA Community:

3. Request Authorizing the City Manager to Execute a Contract Amendment to the Design Professional Services Agreement with HDR, Inc. in a Form Approved by the City Attorney for the Additional Design and Construction Document Preparation for the Munchkin and Woodbine Improvements project Not to Exceed \$132,725.59 for a Total Contract Amount of \$462,112.52:

4. Request to Authorize the City Manager to Execute a Construction Agreement with Phillips & Co. Construction, LLC, in a Form Approved by the City Attorney's Office, Not to Exceed \$407,000, to Install Two Bridges on the McLeod Creek Path:

5. Request to Authorize the City Manager to Execute a Contract Amendment with Silver Spur Construction, in a Form Approved by the City Attorney, Not to Exceed \$884,950.00 for a Total Contract Amount of \$2,219,100.00, for the Pinnacle Subdivision Waterline Replacement Project:

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

RESULT: APPROVED

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

V. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder



Pilot Airport Shuttle Connection

PARK CITY

1881

Introduction

On January 16, 2024, the Council reviewed the final Emerging Disruptors Task Force report:

- Airport Connection
 - The study studied shuttle options at Colorado airports.
 - Vail, Beaver Creek, Avon, Breckenridge, Frisco, and Dillon to name a few
 - Recommendation was to engage stakeholders, hotels, the Chamber and the airport to gauge the level of support, interest, and funding to launch a service option.



SHUTTLE BUS



*(pg. 43, *Section 7.7 Recommended Next Steps*, Emerging Disruptors: Future of Transportation Report, January 16, 2024)

-Current Work and Questions-

Research team:

- Partnership
 - Over the past year Snow Country, the Chamber, and Transit Staff have been working together to research this option
- Proposed Questions for Council deliberations
 - Does Council believe that Park City Municipal should be part of this future option?
 - If yes, what role does the council envision in supporting a pilot program?



SHUTTLE BUS





**Snow Country:
Park City Airport Shuttle
(Pilot)**



INTRODUCTION

A Public Bus to SLC Airport:

The following proposal outlines the establishment of a dedicated airport bus service between Park City and Salt Lake City International Airport (SLC). This service aims to provide a flexible, cost-effective and environmentally friendly transportation option for residents, tourists and business travelers alike. This new service will enhance connectivity, support local tourism, and reduce traffic congestion and emissions.

Goals/Objectives:

- **Provide Reliable Transportation:** Offer a dependable low cost shuttle service with multiple daily trips accommodating various flight schedules.
- **Reduce Traffic Congestion:** Minimize the number of individual car trips reducing traffic on both 224 and 248.
- **Promote Environmental Sustainability:** Encourage the use of public transportation to lower carbon emissions and promote sustainable travel.
- **Flexibility in Service:** Operate this service without rigid vehicle constraints. Be able to expand service on busy days, and send smaller vehicles on slower days and slower times throughout the season and/or year.

PROJECT OUTLINE

Service Overview:

Service Design:

- A paid service requiring a reservation prior to riding.
- Planned hourly departures to and from SLC International daily between 4:00 AM and 12:00 AM.
- Stops to be centered around hotels and lodging partners.
- Flexible and scalable as to meet the changing daily and seasonal ridership needs of Park City.

Reservations:

- To be made online by all guests a minimum of 24 hours prior to transfer times.
- Reservation agents accommodate reservations inside 24 hours over the phone based on availability.

Optimum Hotel and Lodging Partners:

- Service will be looking to partner with and have financial buy-in from 10 - 15 mid priced properties.
- The ideal partner has the following:
 - Over 100 keys on property.
 - Close proximity to a High Valley Transit or Park City bus stop.
 - A conference or meeting space that services mid-sized corporate group.
 - Rates averaging under \$500.00 for a standard room during winter season.

FUNDING MODEL

Overall Funding Requirement:

Total estimated cost to operate this service for a 15 week pilot program – **\$827,125.00**

Sources of Funding:

Hotel Partnerships

Rider Fares

Government Assurances

NEXT STEPS

Securing Partnerships:

- Finalize agreements with all lodging stakeholders and secure funding.

Develop Basic Route Ops:

- Define and agree on operational parameters for this pilot program including.
 - Final rates
 - Frequency and hours of operation

Target Proper Seasonal Launch:

- Prepare marketing teams to make guests and locals aware of this service.



— Future Considerations —

- **Staff would like direction from Council:**

- Does Council believe that Park City Municipal should be part of this future option?
- If yes, what role does the council envision in supporting a pilot program?

- **Thank you**



SHUTTLE BUS





Main Street Area Plan Project Update



Agenda

- 1) MSAP Recap and Timeline
- 2) MSAP Public feedback and Council Direction
- 3) Visitation and Spending Trends
- 4) Feasibility & Cost Update
- 5) Parking & Transportation
- 6) Council Questions & Discussion

MSAP Goals

- Preserve the historic **character** of Main Street.
- Improve transportation **access** for visitors, residents, workers, and businesses.
- Strengthen economic **vitality** in the historic commercial core.
- Improve **quality of life** for residents by managing tourism impacts.
- Stabilize workforce access and **support** business continuity.
- Create more public spaces, family-friendly **amenities**, and reasons to stay longer.
- Prepare Main Street for future competition and major events, including the 2034 Olympics.
- Use public and private **investment** to reinforce Main Street as Park City's civic, cultural, and economic heart.



MSAP Components

1) “Car-lite” redesign of Main Street

- One-way vehicle travel with a lane for small electric trolleys
- Wider sidewalks with a single, flat surface (curbless)
- More flexibility for events and temporary street closures

2) Swede Alley Redesign

- Consistent sidewalks along its length (better pedestrian environment & connections to Main Street)
- Organized service and access functions, improved transit & circulation

3) Swede Alley Development

- New development at City owned surface parking lots
- Hotel, Restaurant, Retail, housing (market and workforce), & community space with below grade parking



MSAP Components

4) Public Space Improvements

- Support families, events, year-round activity and community gathering
- Ninth St. Park, Central Square/Post Office, City Hall Plaza, Miner's Park, & Brew Pub Plaza

5) Regional Transportation and Access

- Regional park-and-ride facilities and mass transit solutions
- Better managed capacity for peak demand & workforce access
- Aerial transit feasibility

6) Implementation Considerations

- Cost estimates, funding sources, parking replacement, utility impacts, construction phasing, Historic preservation



PROJECT TIMELINE

Historical Timeline for MSAP Projects

- ✓ Dec 2024: Main Street Area Plan presented to City Council, not adopted
- ✓ Feb 2025: Council Retreat Work Session direction given to pursue Roadway & Circulation, Snowmelt System, and Aerial Transit Feasibility
- ✓ June 2025: Council Work Session direction given to pursue feasibility for Aerial transit connections for Snow Park -> Richardson Flats & Snow Park -> China Bridge
- ✓ July 2025: City Council approved Roadway & Circulation Contract
- ✓ Aug 2025: Roadway & Circulation Contract Executed
- ✓ Sept 2025: LiDAR Survey Scan Completed
- ✓ Oct 2025: Roadway & Circulation Workshop
- ✓ Oct 2025: Aerial Transit Feasibility Contract Executed
- ✓ Dec 2025: City Departments review Concept designs
- ✓ Feb 2026: MSAP Committee review Concept designs

MSAP Public Feedback

1) Supportive:

- Improving pedestrian experience
- Adding/improving gathering spaces, restrooms, parks and plazas
- Improving Swede Alley, preserving historic character, supporting businesses, and keeping Main Street competitive.

2) Concerns:

- Loss of parking, construction impacts & sequencing, business and employee access,
- Building height, views, historic compatibility
- Aerial Transit cost and alignment
- One-way traffic on Main, ADA access, emergency access, snow removal
- Funding/Cost

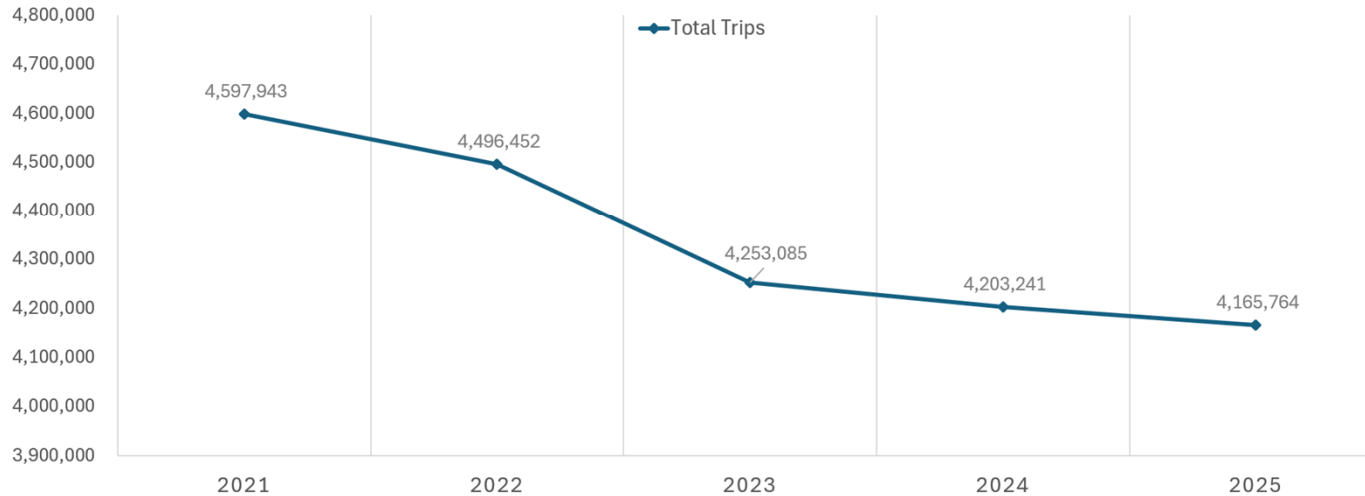
3) Updates to plan based on Public Feedback:

- Adding a roundabout concept at Swede Alley and Main Street.
- Incorporating safer intersection designs, especially at Heber Avenue.
- Removing the idea of demolishing the post office.
- Updating City Hall renderings to preserve the historic staircase.

MSAP Council Direction

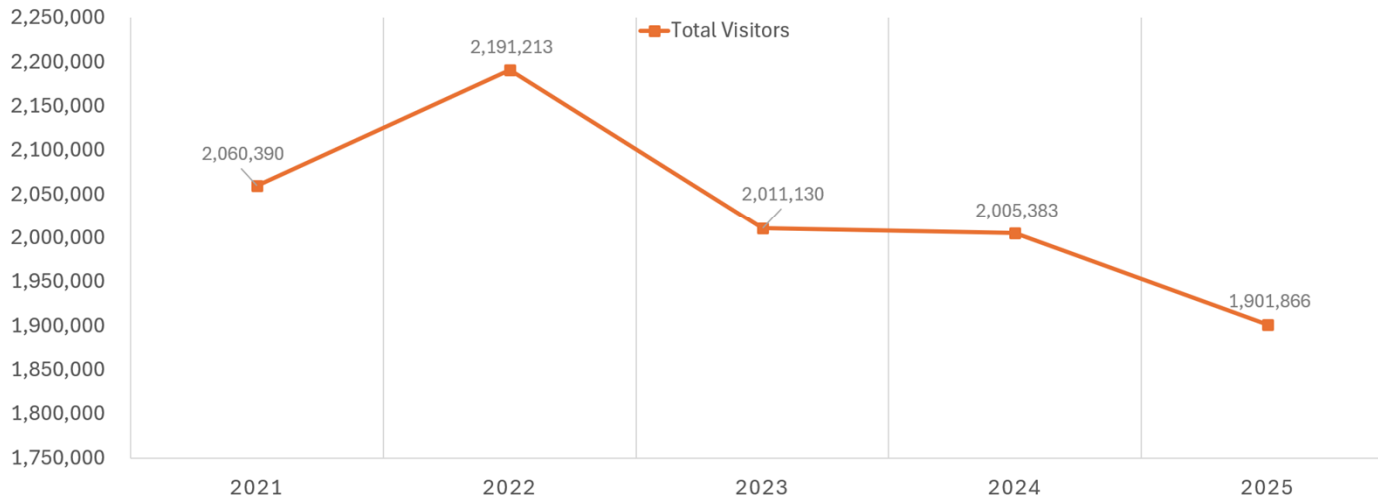
- 1) Study pedestrian-friendly street and sidewalk improvements to improve traffic and circulation within the Historic Commercial Business District (HCBD)
- 2) Study feasibility of Aerial Transit connection between Deer Valley's Snow Park to China Bridge parking garage and Richardson Flats parking lot
- 3) Prioritize potential China Bridge replacement based on engineering assessment of the current lifespan
- 4) Explore potential for thermal energy network within HCBD, and the possibility of using for street/sidewalk snowmelt

ANNUAL MAIN STREET VISITATION 2021-2025



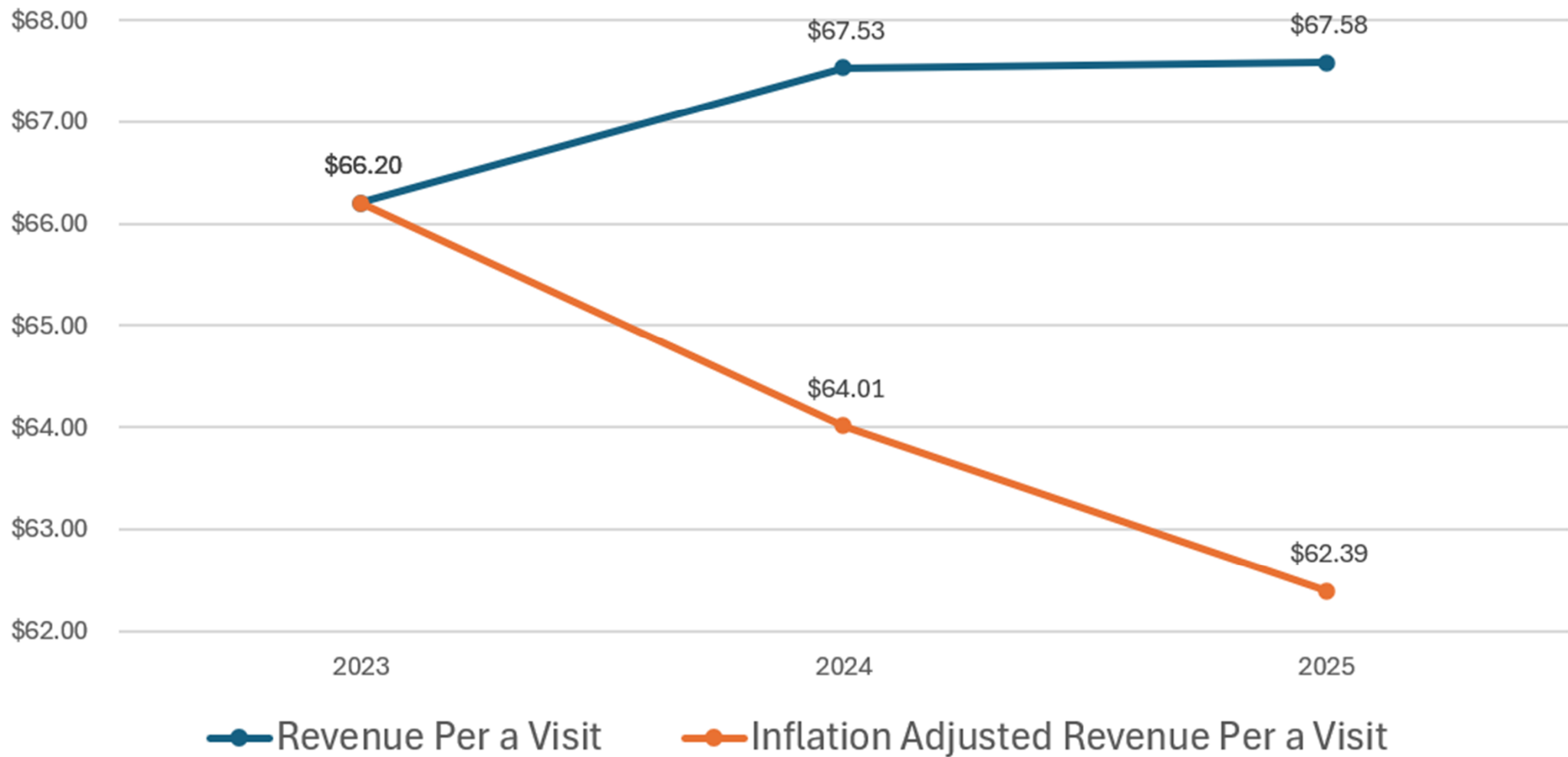
- **-9.4%** reduction in total annual trips count from 2021-2025
- **-1,184** reduction in average daily trips from 2021-2025

ANNUAL MAIN STREET VISITORS 2021-2025

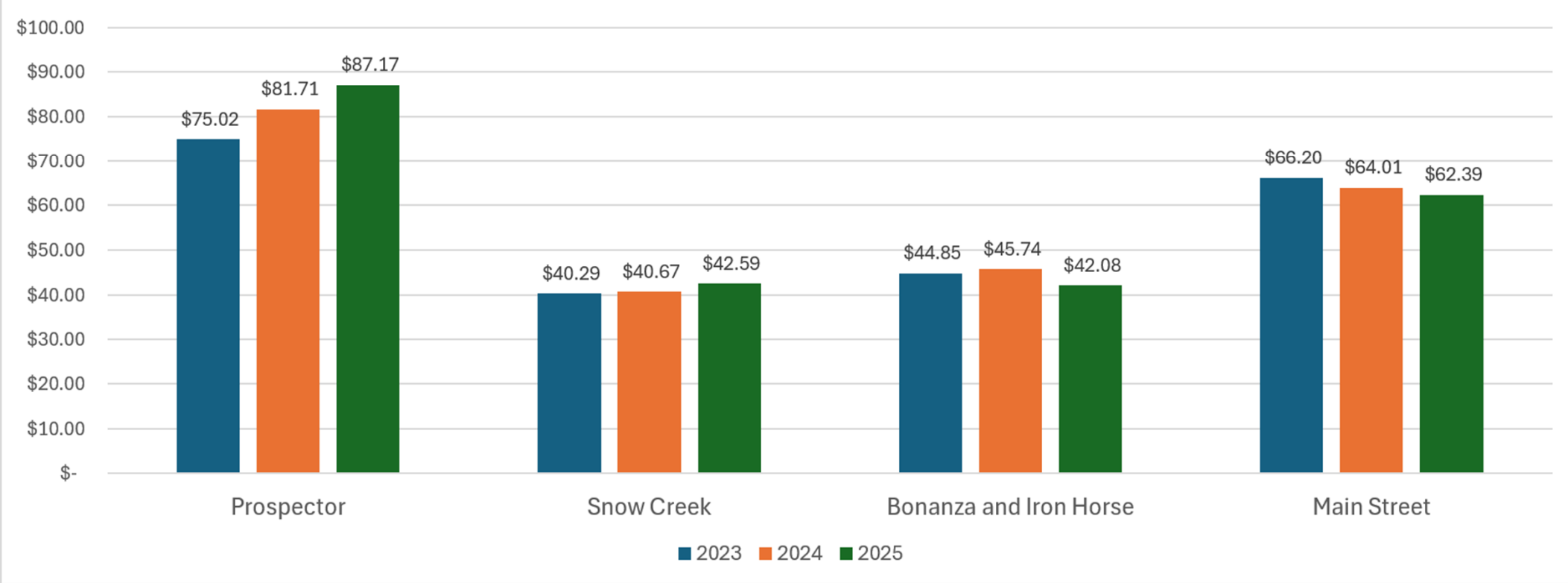


- **-7.7%** reduction in annual visitor count from 2021-2025
- **-434** reduction in average daily visitors from 2021-2025

Inflation Adjusted Revenue Per a Visit



Inflation Adjusted Revenue Per a Visit



Roadway and Circulation Feasibility

- ✓ Survey existing conditions – ROW, utility (wet/dry & horizontal/vertical)
- ✓ Concept designs for street & sidewalk
- ✓ Limited stakeholder engagement (City Departments, HPCA, MSAP Committee)
- ✓ Cost Estimate (10% Concept)

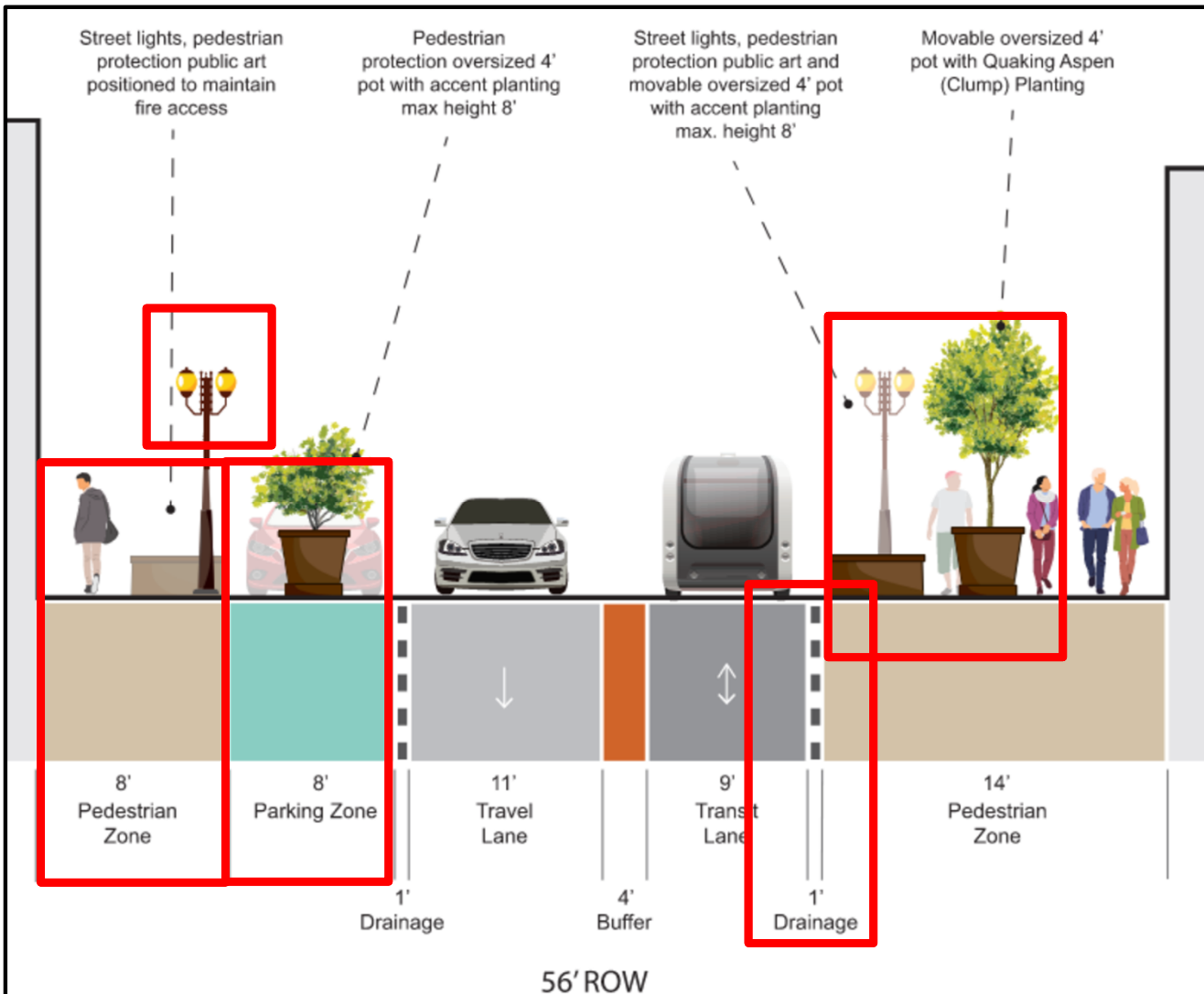
--- Next Steps ---

- ❑ Analyze potential impacts to public and private adjacent landowners
- ❑ Preliminary schedule estimate – design, utility relocation, and construction
- ❑ Public review/input and stakeholder engagement
- ❑ Feasibility analysis report highlighting challenges and opportunities
- ❑ 30% design with grading profile, utilities, ROW, and connections/transitions to adjacent parcels to inform refined cost estimate

10% Concept Design	Cost Estimate
Main Street & Swede Alley Pedestrian Friendly Re-design	\$36.6M

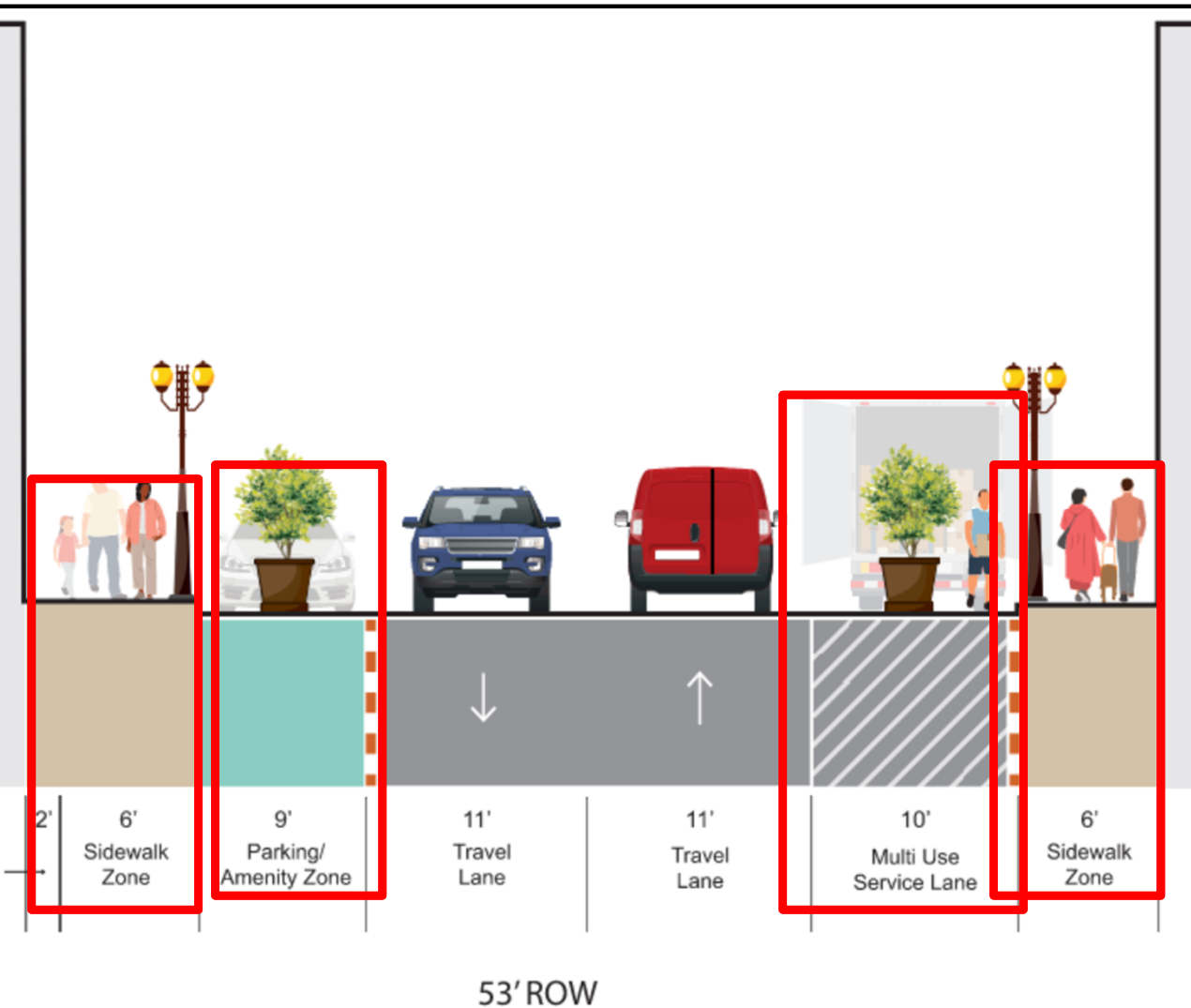


MAIN STREET CONCEPT



- Develop a consistent minimum **8' sidewalk** on the vehicle travel lane side of the street for pedestrian access, comfort and safety.
- Include zones for **on-street parking** on the auto travel side of the street.
- Share the pedestrian zone on both sides of the street with a **pedestrian safety barrier zone** provided by continuous public art, benches, and oversized pots that can be relocated to accommodate festivals and events during temporary street closures.
- Provide a **continuous linear trench drain** on the transit lane side of the street.
- Provide continuous **overhead and street level pedestrian lighting** along the entirety of the street.

SWEDE ALLEY CONCEPT



- Develop a consistent **6' sidewalk** on both sides of the street for pedestrian access, comfort and safety.
- Include a multi use service and snow storage lane on the east side of the street.
- Share the **10' multi use service lane** width with the adjacent travel lane to allow for service vehicles to be parked against the curb while vehicle through travel is maintained.
- Provide tree canopy along the west side of the street for shade, pedestrian comfort, scale mitigation, street beautification, and an amenitized strolling zone to front future development.

Aerial Transit Feasibility

- ✓ Aerial transit alignment evaluation
- ✓ Concept design alternative evaluation for aerial transit corridors
- ✓ ROW analysis for parcels across potential alignments.
- ✓ Cost estimates for construction and ongoing operations & maintenance
- ✓ Analysis of primary options for aerial transit technology

- - - *Next Steps* - - -

- ☐ Assess landowner impacts and property ownership details for potential aerial spans and touchdown points.
- ☐ Stakeholder Engagement
- ☐ Concept design plan for terminal stations

Alignment	Cost Estimate
China Bridge -> Snow Park	\$33M-55M
Richardson Flat -> Snow Park	\$40M

Transportation Solutions

Transportation and Parking Investments Relevant to Main Street

- **Side-running dedicated bus lanes on SR-248**
 - Compatible with existing bus system
 - Small right-of-way footprint and more flexible
 - Practical to phase into implementation ahead of 2034
- **Park-and-ride development**
 - Phase 1 – Gordo: City ownership/control, manageable site conditions, direct access to SR-248
 - Phase 2 – Richardson Flat: Future phase tied to additional eastern-area development and phased transit priority decisions

The ability to provide large-scale vehicle parking at remote capture lots such as Gordo and Richardson flats, in conjunction with the dedicated lane bus service on SR-248 to Old Town Transit Center (servicing Main Street directly) provides support directly to the Main Street Area Plan projects by reducing the demand on the HCBD for parking within the district, as well as supporting increased use and visitation as a result of potential Swede Alley development.

Considerations

- **China Bridge Replacement**
 - Redevelopment versus replacement
 - Current state: manageable but potentially escalating repair and maintenance costs
 - ***Should replacement be planned primarily as a stand-alone parking investment or coordinated with other potential Main Street objectives, including district parking needs, roadway and circulation changes, aerial transit, and potential future redevelopment?***
- **Stakeholder Engagement**
 - Future phases affecting private property, access, easements, or business operations would include targeted stakeholder outreach before advancing concept development, design, or implementation.
 - Aerial transit: no formal stakeholder engagement on affected private properties has been completed to date. If Council directs further study, property owners, HPCA, and the public would be engaged before an alignment advances beyond preliminary feasibility.

COUNCIL QUESTIONS

- **Does Council wish to revisit or update any elements of the December 2024 Main Street Area Plan, including the following?**
 1. Should the preliminary Roadway/Circulation and Aerial Transit feasibility findings continue as stand-alone projects, or should they now inform a more coordinated Main Street framework?
 2. If Council believes the current feasibility work should be considered within more coordinated framework, should previously deferred concepts be reconsidered, including:
 - a. Swede Alley / Redevelopment: potential tool for addressing parking, district investment, and infrastructure funding
 - b. Public Spaces: revisit concepts from 2024 independent of redevelopment?

COUNCIL QUESTIONS

- **As remote parking, transit improvements, and potential aerial transit advance, should staff evaluate how these investments may change:**
 1. Future parking needs within the HCBD, including whether offsite parking should remain a prerequisite for Main Street changes
 2. The future role of China Bridge, its parking function, and its potential for redevelopment and/or aerial transit terminus
 3. The role, capacity, and configuration of the Old Town Transit Center as the primary transit arrival and transfer point for HCBD
- **Are there other opportunities, priorities, or dependencies Council would like staff to consider in determining the next phase of Main Street work?**

QUESTIONS

