



SUMMIT COUNTY REGIONAL PARK & RIDE ANALYSIS & STRATEGIES

Final Report
October 2024



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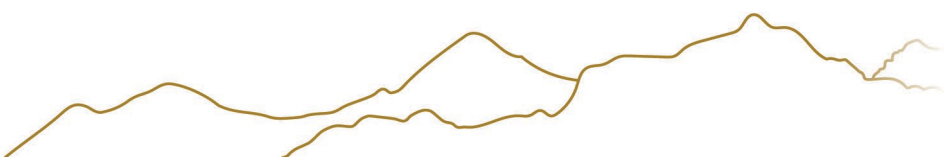
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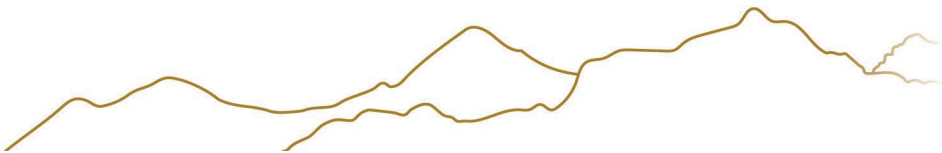


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GLOSSARY

AADT – Annual Average Daily Traffic

ADT – Average Daily Traffic

BRT – Bus rapid transit, or bus transit with high frequency and other upgrades such as dedicated lanes that improve its reliability and overall quality of service.

HVT – High Valley Transit, the transit authority serving Summit County.

KJAP – Kimball Junction Area Plan, the area plan for the I-80/S.R. 224 interchange and Kimball Junction street and trail network being developed by UDOT and Summit County.

PCMC – Park City Municipal Corporation, the municipal government for Park City.

PCT – Park City Transit, the transit authority serving Park City proper.

PnR – Park and ride facility.

RP3 – Residential parking permit program (RPPP), which establishes parking restrictions in residential zones that experience high visitor on-street parking demand by using signage and vehicle permits to ensure resident access.

SOV – Single-occupancy vehicle

TDM – Transportation Demand Management, a combination of policies and programs aimed at reducing SOV travel, green house gas emissions, and overall traffic impacts

UDOT – Utah Department of Transportation.

PROJECT TEAM ACKNOWLEDGEMENTS

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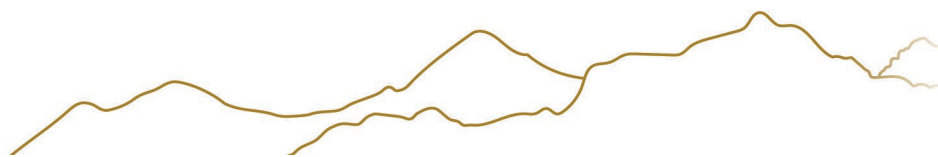
A special thanks to the Utah Department of Transportation's Technical Planning Assistance for providing funding for this project.

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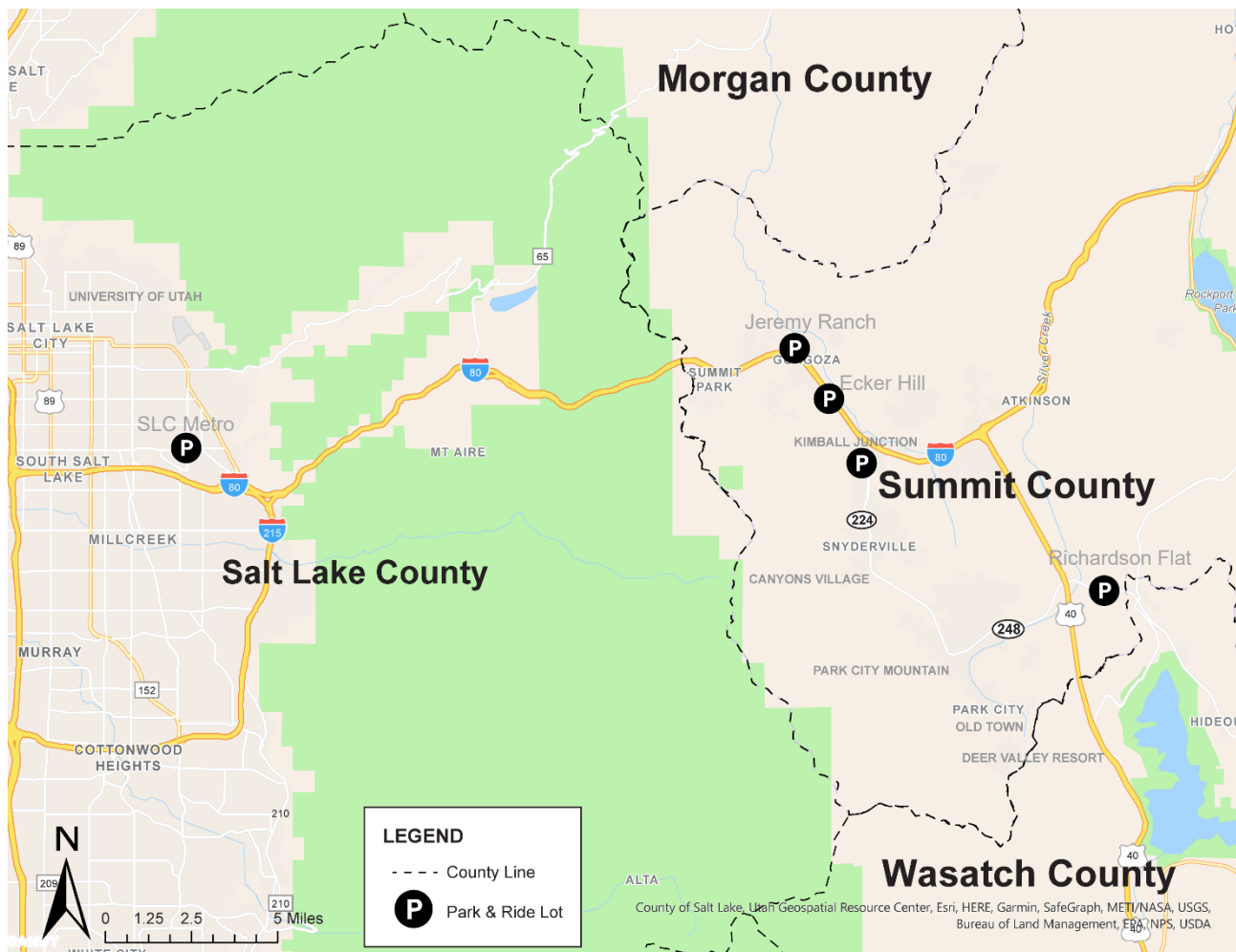
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EXECUTIVE SUMMARY

Park City Municipal Corporation and Summit County Utah are exploring options to maximize the regional Park & Ride (PnR) system to best serve local businesses, residents, and major tourism destinations such as Old Town, Park City Mountain, The Canyons, and Deer Valley. If optimized, PnRs are widely seen as an effective resource to help reduce single-occupancy vehicle (SOV) travel and encourage carpooling and transit use for skiers, tourists, and employees traveling in and out of Park City.

Kimley-Horn and Associates was hired to assist in analyzing the existing conditions of this PnR system, engage with stakeholders, and identify system improvements to prepare the system for the next 10-15 years of population growth, tourism, and events. This study's primary focus is on the four existing Summit County PnR locations shown below, though portions of this analysis also evaluate the need for broader transit connectivity with the Wasatch Front communities and additional PnR locations outside of the County.



EXISTING CONDITIONS

The project team and county and PCMC staff completed a utilization assessment of the existing PnR assets. Vehicular occupancy counts were observed at the four locations-- Jeremy Ranch, Ecker Hill, Kimball Junction, and Richardson Flat in late December 2023 and MLK Jr. Weekend (Jan 13-15), 2024. Traffic conditions along the major access corridors were also evaluated, utilizing recent peak and off-peak congestion data. PCMC staff also provided prior occupancy surveys for Old Town public parking locations.

Overall, existing PnR utilization (shown in the chart to the right) was well below capacity, though new transit routes serving the Richard Flat lot and connecting directly to ski areas did appear to increase the utilization of this lot between the two survey dates.

Meanwhile, significant traffic congestion was observed, and is common during the winter months along S.R. 224 and S.R. 248 (shown below) as well as portions of US40 and I-80. Traffic conditions are presented in more detail in later sections of this report.

STAKEHOLDER FEEDBACK

After assessing the existing PnR system and working with stakeholders, the team identified several key PnR amenities and features that are desired and could be improved within the existing system. These include:

- ▲ Dynamic highway signage
- ▲ High parking capacity at key gateways
- ▲ Express transit from Salt Lake City and PnRs to prime destinations like ski resorts
- ▲ Enhanced parking lot amenities like seating, heating, and quality restrooms

A prioritized list of these amenities and other suggested improvements is provided in a later section of this report.

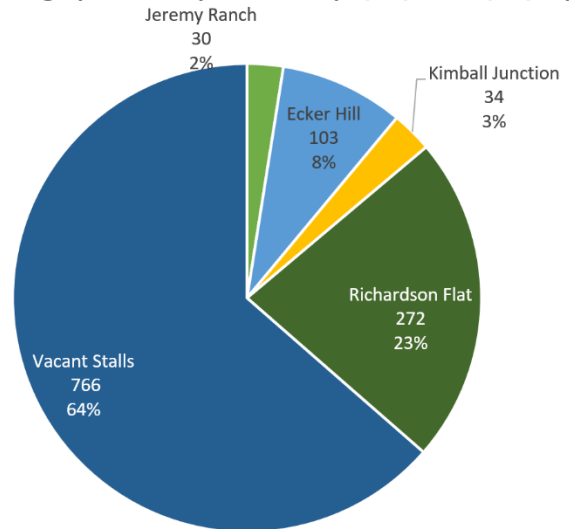
The overall stakeholder approach, including the feedback received from the three focus groups and the online public survey, is summarized in the appendix of this document.

FUTURE PNR DEMAND

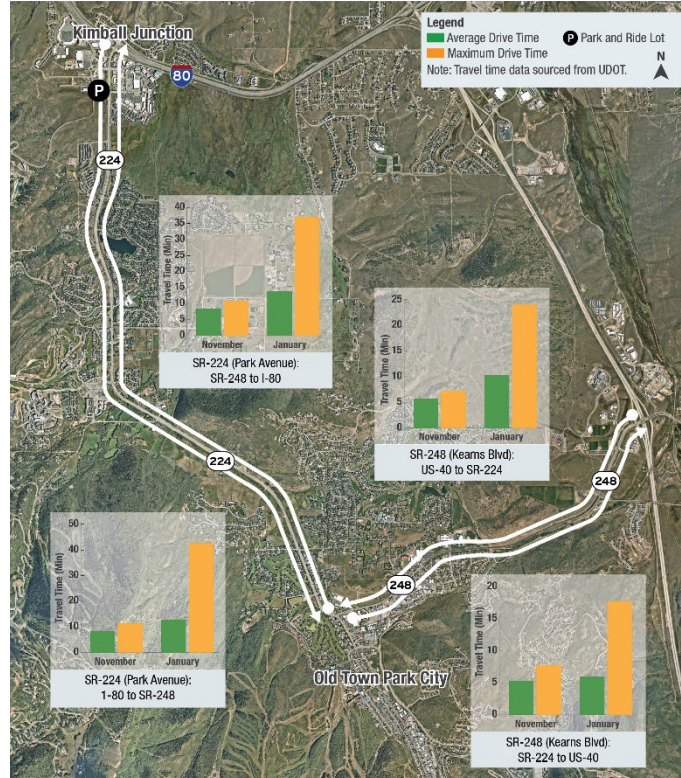
The project team considered a range of future PnR parking demand scenarios to evaluate potential conditions within the system over a 15-year planning horizon. These four scenarios resulted in a range of possible surpluses and deficits as described below.

- ▲ **Trend:** This scenario considers projected regional population growth and a corresponding growth in PnR demand, but assumes no increase in the percentage of drivers utilizing PnRs
- ▲ **Core:** This scenario assumes the same regional population growth, plus some of the more likely changes to the existing parking system including changes to the ski resort day-skier parking and some reduction of Old Town parking supplies due to development. This scenario accounts for a moderate increase in PnR usage due to expanded amenities and features offered within the system.
- ▲ **Aggressive:** This scenario assumes regional population growth, additional PnR system improvements, a more constrained parking supply at ski resorts and Old Town, and a reduction or consolidation of PnR

Daytime High (Ski Season) Utilization (01/11/24 - 01/13/24)



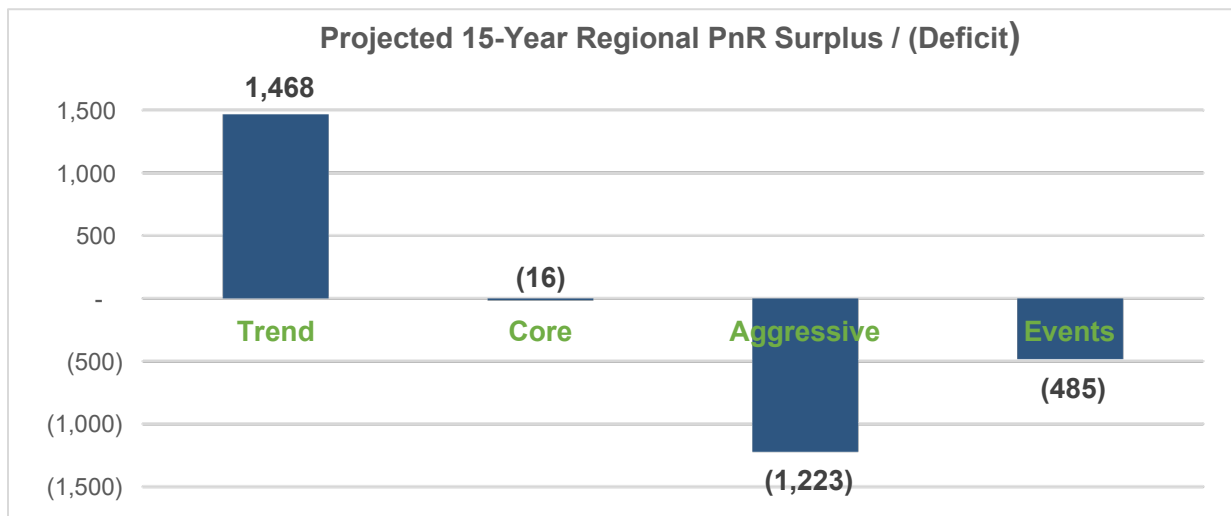
Seasonal Corridor Travel Demand



locations. This may include repurposing of Kimball Junction, Ecker Hill, and/or a portion of Richardson Flat. This scenario does not assume any specific new PnRs are added, but identifies a deficit of parking that could potentially be addressed by adding new facilities at key gateway locations - i.e., Kimball Junction and/or Quinn's Junction

- ▲ **Events:** The events scenario applies similar assumptions to the "Core" scenario but assumes a high background growth rate in parking demand attributed to large events like Olympics. This scenario also assume significant improvements are made to the PnR system to add amenities and that these lots are promoted heavily during peak special events.

The resulting projected PnR system surpluses and deficits under these scenarios are shown below.



PLANNING FOR FUTURE PNR FACILITIES

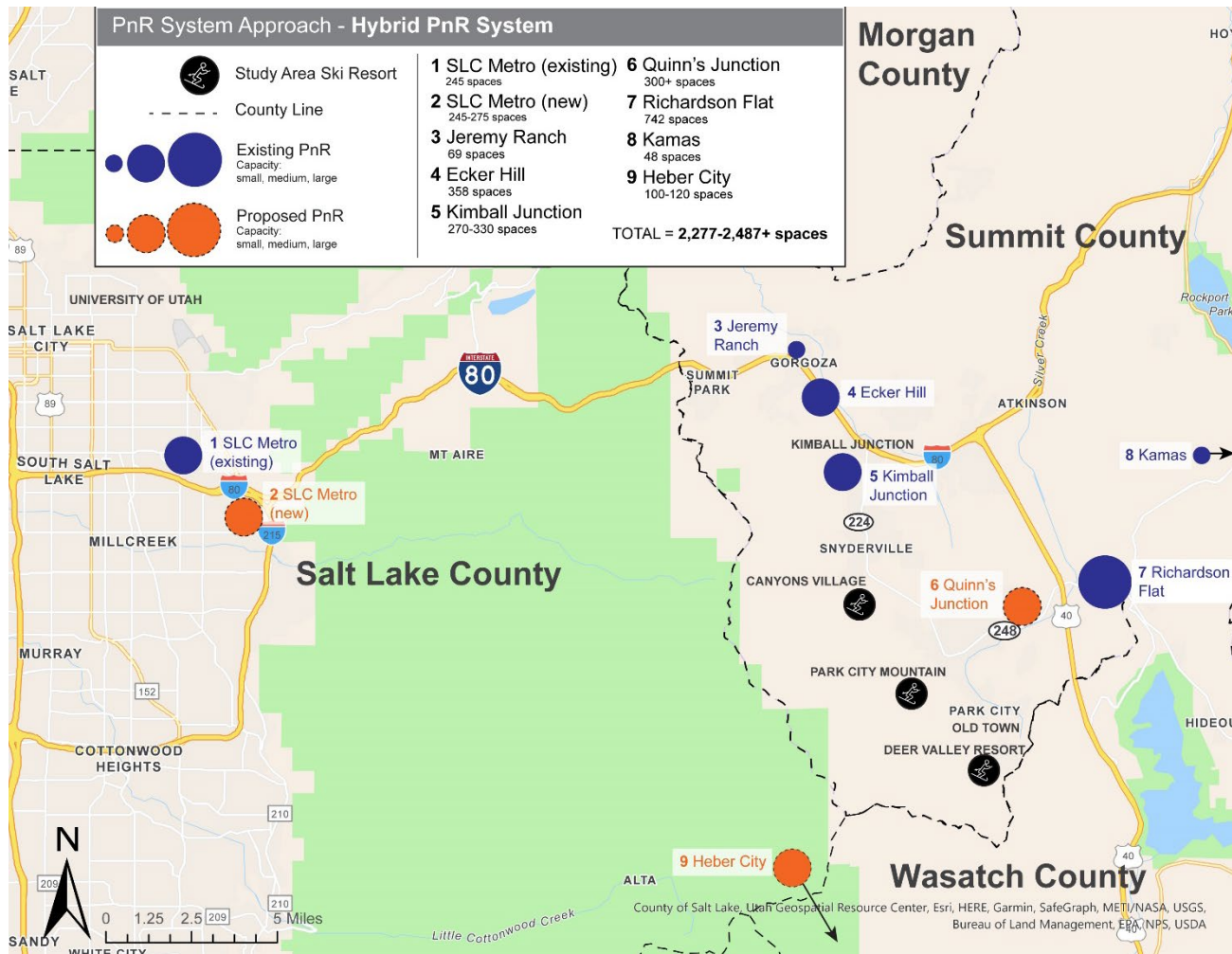
Based on the analysis completed, the project team evaluated several alternatives to best locate and organize future PnR facilities to achieve the most effective results. In terms of organization, the options evaluated range between a fully distributed system, meaning that many smaller PnR locations would be provided-- to a fully consolidated system with one or two large facilities provided at key gateway locations.

To implement either approach, the elected officials at the City and County may need to pursue expansion and/or consolidation of PnRs at one or more locations. The most likely locations and scenarios were identified as follows:

1. Expand Kimball Junction PnR with a parking garage
2. Build a new PnR lot at Quinn's Junction
3. Establish a long-term parking lease agreement with an existing Salt Lake City-area PnR near I-80
OR build a new permanent Salt Lake City-area PnR near I-80 to replace the existing short-term lease lot
4. Build a new PnR at the Cline Dahle property on Rasmussen Rd south of the Jeremy Ranch PnR
5. Work with Wasatch County to build a PnR in central Heber City
6. Establish a centrally- managed network of carpooling sites to supplement the PnR network (this could be managed by partner organizations as well)

Recommendation: Based on the feedback from stakeholders and this analysis, the team recommends implementing a hybrid approach to future PnR locations. A hybrid approach would provide the benefit of adding larger capacity facilities at key gateway locations; these would be highly visible, easy to promote, and would be well served by high-quality transit. Several smaller PnR lots within the system are also recommended to maintain access to certain populations with greater convenience and add flexibility to address variable demand conditions, including overflow for special events.

Our recommendation is to pursue the hybrid model with development of options 1, 2, 3, and 5 to achieve the desired capacity at the key gateways for primary use, and distributed capacity for secondary use and during events. The map below shows the recommended location strategy.



INTRODUCTION

Utah’s Summit County, at the doorstep of the Wasatch Range mountains, is a year-round destination for domestic and international visitors and a region offering a high quality of life for its residents and many recreation and tourism jobs. Tourism, which constitutes over 40% of the local economy, is a major factor in Summit County and local municipal land use, transportation, and housing decisions.

Summit County’s Tourism Economy



Figure 1: 2024 Summit County Tourism Impacts At-a-Glance¹

Utah’s post-COVID-19 pandemic tourism recovery has outperformed the national average, with visitor spending up 4.2% in 2021 compared to 2019 levels, while tourism spending was down 22% nationwide. Meanwhile, the share of tourism spending by international visitors, a measure of their prevalence, was at 1.6% in 2021 compared to 8% in 2019.¹ It is unclear whether or when this type of tourism will return. If the difference in tourism demand is made up by regional visitors, who are more likely to drive their personal vehicles to Summit County resorts and other destinations, this could have negative consequences for traffic congestion and parking demand in and around the constrained S.R. 224 and S.R. 248 corridors into Park City.

Summit County and the Park City Municipal Corporation seek to evaluate options to maximize the existing regional Park & Ride (PnR) system, with an eye on the long-term success and community benefits. If managed effectively, PnR’s present an alternative to driving and parking within Park City and at resorts and other destinations and can reduce single-occupancy vehicle (SOV) use in favor of carpool and transit alternatives. Increased usage of park-and-rides will also help the county to reduce greenhouse gas emissions in keeping with other environment commitments, by decreasing vehicle miles traveled and shifting some of the travel demand to hybrid/electric buses and shuttles.

This report will outline the existing transportation modal conditions in and around Park City and the region to better understand the elements influencing tourist and employee use of the current PnR system. These findings, along with incorporation of feedback gathered from a robust and multi-faceted stakeholder engagement process, will guide a future PnR needs assessment and recommendations toolbox.

¹ January 2021 Travel & Tourism County Profile. Kem C. Gardner Policy Institute, University of Utah, 2021.

Project Scope

Figure 2 below shows the primary study area for this report, made up of the western section of Summit County encompassing Park City and the I-80, S.R. 224, S.R. 248, and U.S. 40 corridors. The four PnR locations shown below were the primary emphasis of this study though several other facilities were also discussed.

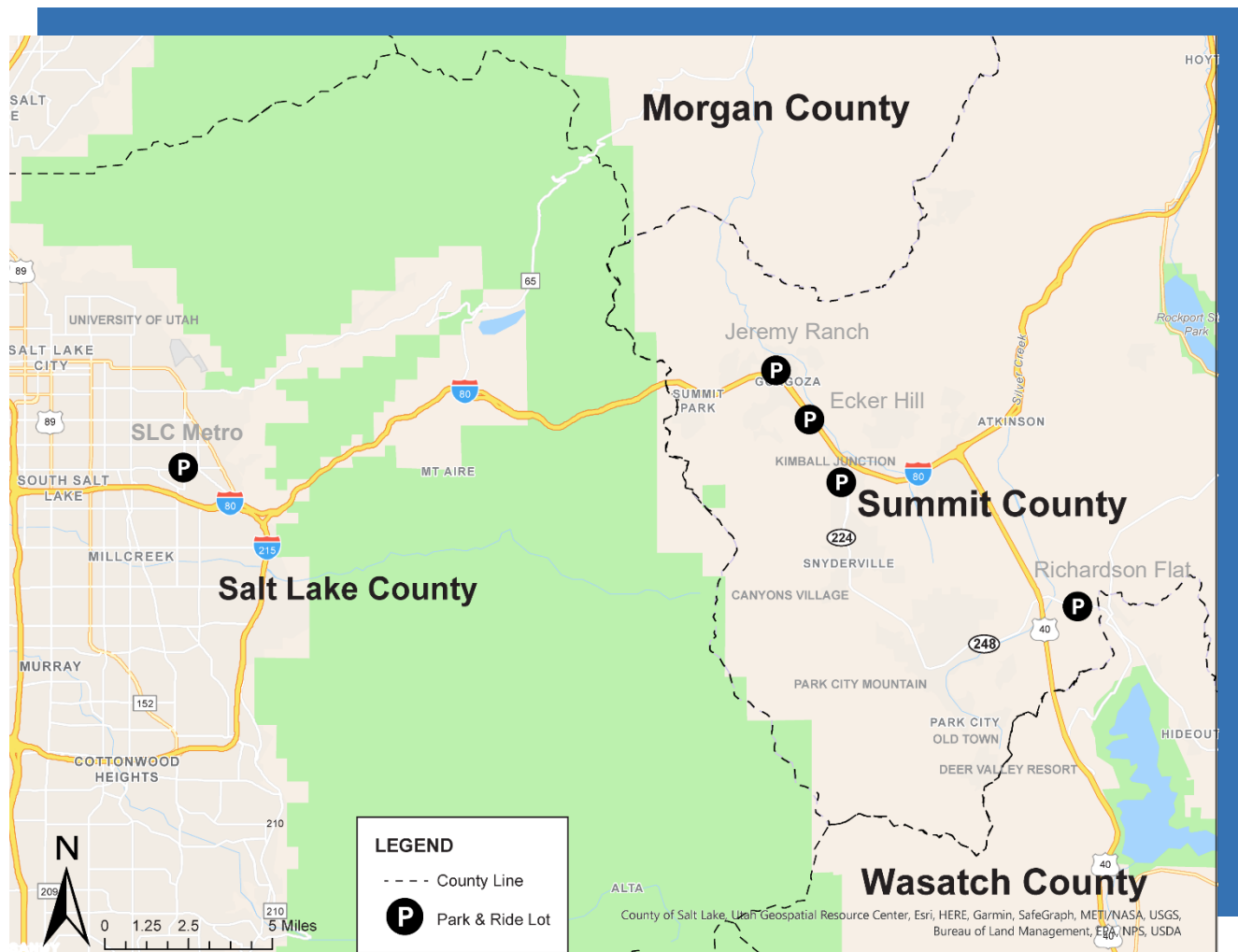


Figure 2: Study Area

PRIMARY PARK & RIDES

- | | |
|---|---|
| 1 Jeremy Ranch
69 spaces | 3 Kimball Junction
36 spaces |
| 2 Ecker Hill
358 spaces | 4 Richardson Flat
742 spaces |

In addition to the four primary PnRs at Jeremy Ranch, Ecker Hill, Kimball Jct and Richardson Flat, the park and ride lot along the SLC-PC bus route between downtown Salt Lake City and Kimball Junction will be assessed. Other potential PnR sites within Summit County and the Salt Lake City and Provo metro areas will also be considered.

OUT OF SCOPE

The High School lot, which as of the 2023-24 ski season is leased for weekend use for Park City Mountain resort parking, is not owned by PCMC or Summit County.

The Kamas lot, which is 15 miles east of Park City on S.R. 32 and captures demand from eastern Summit County where no significant vehicle travel demand issues have yet been identified.

Report Objectives

Summit County and Park City have identified the following tasks as the objectives of this report:

Primary Objective:

Determine a County wide approach for Park and Ride capture lots

Assess transit level of service and historic performance of transit routes serving the PnRs

Compile PnR site profiles to understand and highlight key features like capacity, wayfinding, highway and road connections, etc.

Determine peak season parking demand at existing PnR sites

Review parking and shuttle usage rates at key Park City resorts and hotels

Perform a traffic analysis of the primary highway access corridors for the Park City area—I-80, U.S. 40, S.R. 224, and S.R. 248

These stated tasks will contribute to substantive conclusions and recommendations in the latter half of this report to ensure the PnRs are well-positioned to meet the County’s needs over the next 15 years.

Strategic Planning Objectives

Ongoing planning efforts coordinated between Summit County and Park City seek to mitigate the volume of vehicles coming into Park City while preserving access and maintaining quality of life for residents, visitors, and workers. The Park City Forward Plan positions PnR network improvements as a Priority, Phase 1 project. There are clear opportunities to leverage the existing PnR system as an attractive, free asset for drivers traveling to and from key Park City destinations.

In pursuit of these objectives, Kimley-Horn will explore the following strategic planning objectives:

Estimate future PnR capacity needs

▲ The County and PCMC indicated that the 10- and 15-year timeframes are the preferred horizons for this planning effort

Identify suitable sites to consider for expansion

▲ Incorporate stakeholder input into site considerations.
▲ Consider these options alongside the potential need for capacity increases.

Propose transit and other infrastructure and programmatic enhancements that support PnR attractiveness

▲ Incorporate stakeholder ideas and preferences related to locations, amenities, and communication.

STAKEHOLDER ENGAGEMENT

The stakeholder engagement efforts that contributed to this assessment included the following components:

Virtual engagement workshops with PCMC, County, resort, and state staff

- ▲ Three themed groups: Supply, Demand, & Location; Connectivity Beyond Summit County; Transit, Amenities, & Marketing
- ▲ Activities: Data analysis, PnR Word Cloud, Strengths/Weaknesses/Opportunities/Threats (SWOT) breakout brainstorming

Online public survey about personal PnR usage and preferences

- ▲ 1,161 participants

A full Stakeholder Engagement Summary report is appended to the end of this document after the Appendix section.

Engagement Takeaways

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

1,161 participants submitted responses. Over half of the respondents had some amount of experience using the existing regional PnR system.

Among all participants, core features like shelters, seating, and restrooms were mentioned as the most desired amenities. Posed with the question of the best general location for a future PnR location, respondents said the most common preference was at entry corridors like Kimball Junction/I-80 and Quinn's Junction.

The most commonly used PnR lot among PnR users was Kimball Junction, despite its small size (36 spaces). More than a third of users said they drove 5+ miles to reach their PnR. About 16% said they use PnRs as part of their work commute, which could be attributed to "lack of parking at destination" as the top reason for using PnRs among current users.

Participants voiced concerns about transit routes not being aligned to their desired destinations, insufficient wayfinding signage to assist in driving to more remote lots like Richardson Flat, and the general time savings potential of PnR-plus-transit as a travel choice. A common theme that emerged in the open responses was that Park City residents, who also face Park City/Old Town access challenges, have needs that are distinct from regional visitors coming into Summit County. The locations of the current PnR lots are not conducive to local resident usage, while some of the lots also lack the express transit connectivity to conveniently serve the key resort destinations that the majority of regional drivers are seeking.

This public feedback presents opportunities to better hone the Summit County PnR system to achieve its core goals of improving mobility and access and alleviating vehicle congestion in Park City.

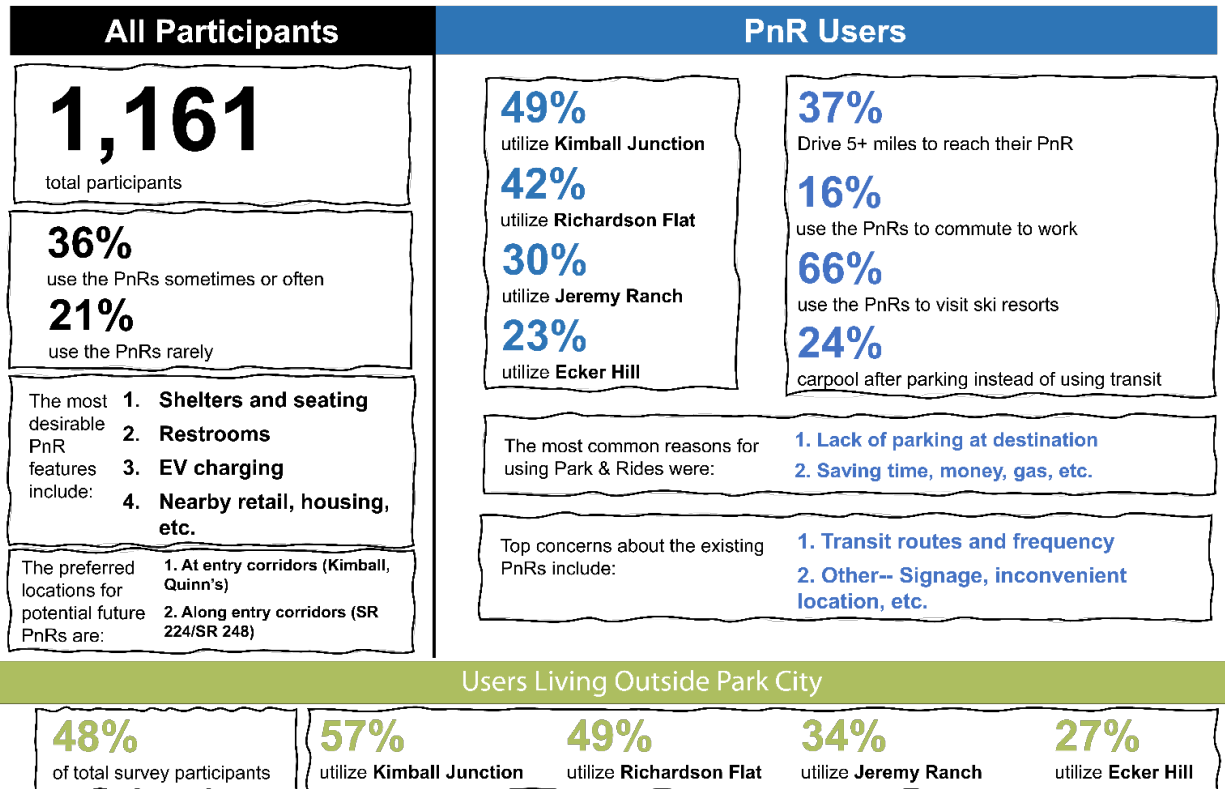


Figure 3: 2024 Summit County PnR System Public Survey Results At-a-Glance

Figure 4 categorizes the top improvement strategies and ideas that emerged in the stakeholder focus group discussions.

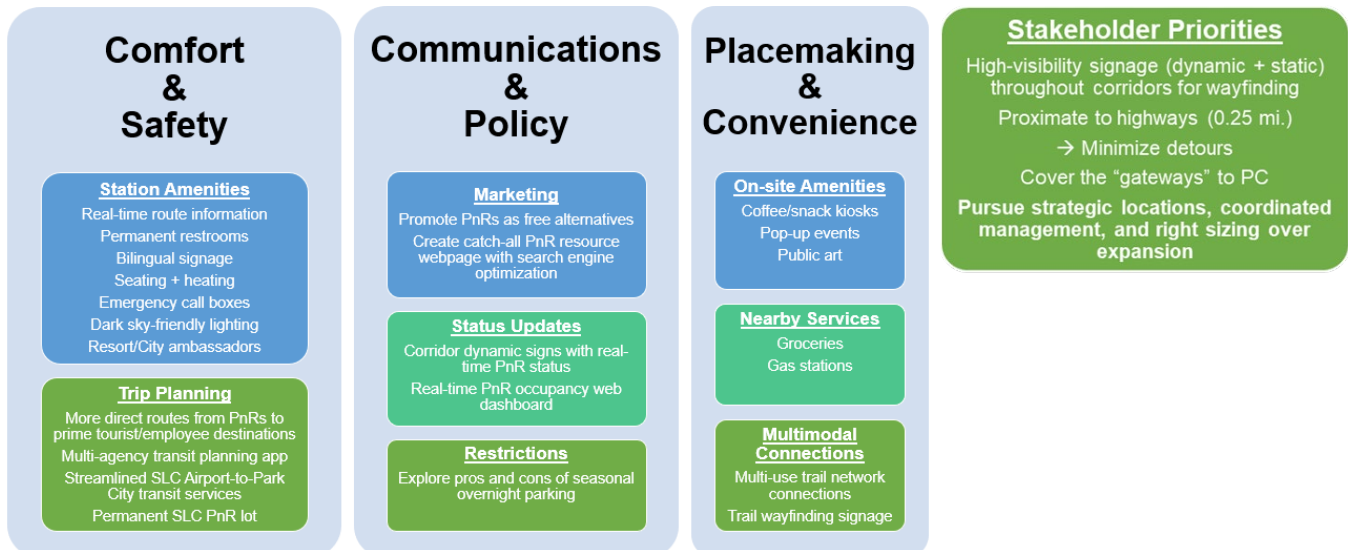
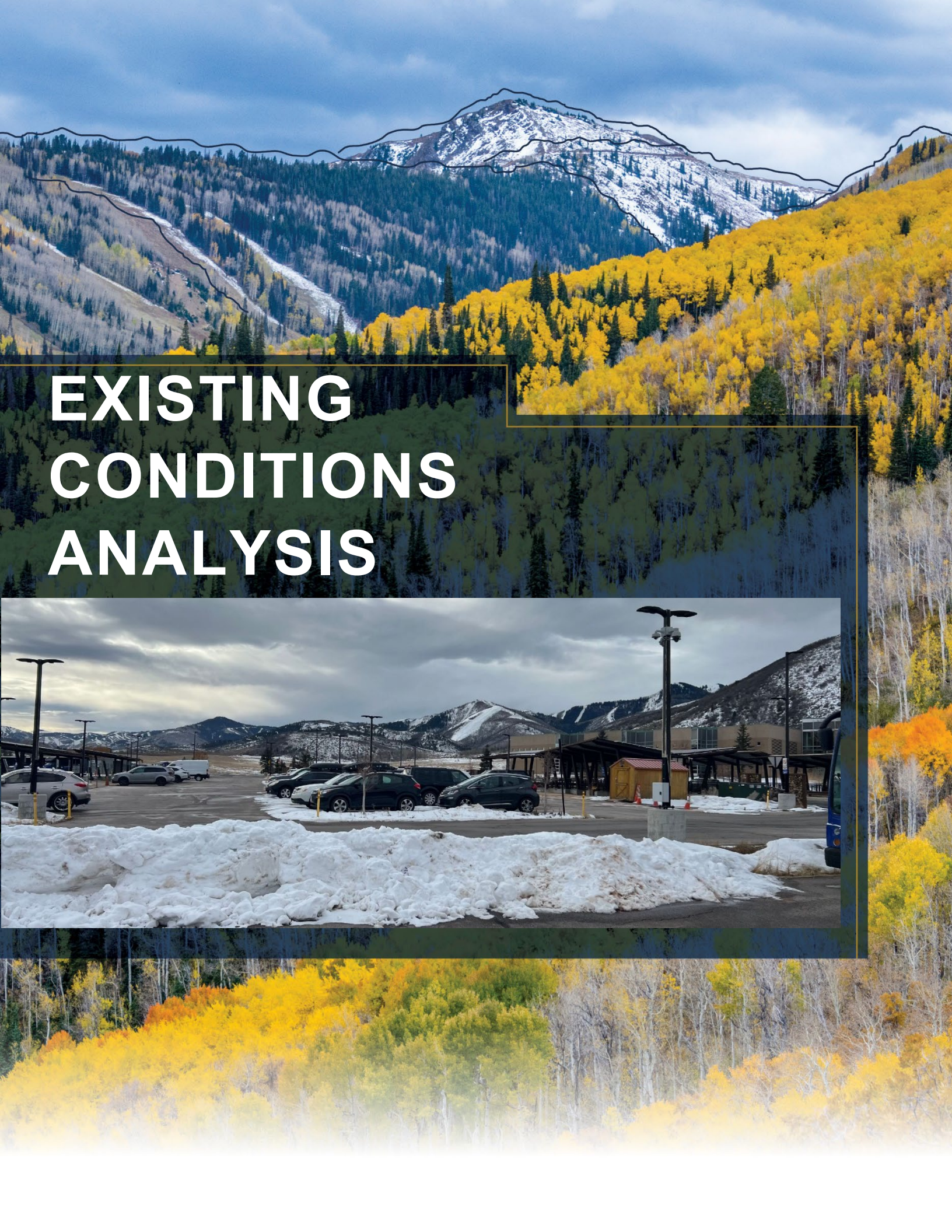


Figure 4: Stakeholder Focus Group Key Strategies & System Priorities

The solutions identified by these groups are thematically similar to the public survey responses. They present actionable tasks that would improve the PnR user experience.

These strategies, informed by the following Existing Conditions Analysis, will be further applied in the Future Needs & Strategies section of this report.



EXISTING CONDITIONS ANALYSIS



EXISTING CONDITIONS

Travel Mode: Park & Rides

Jeremy Ranch

Regional/Highway Access

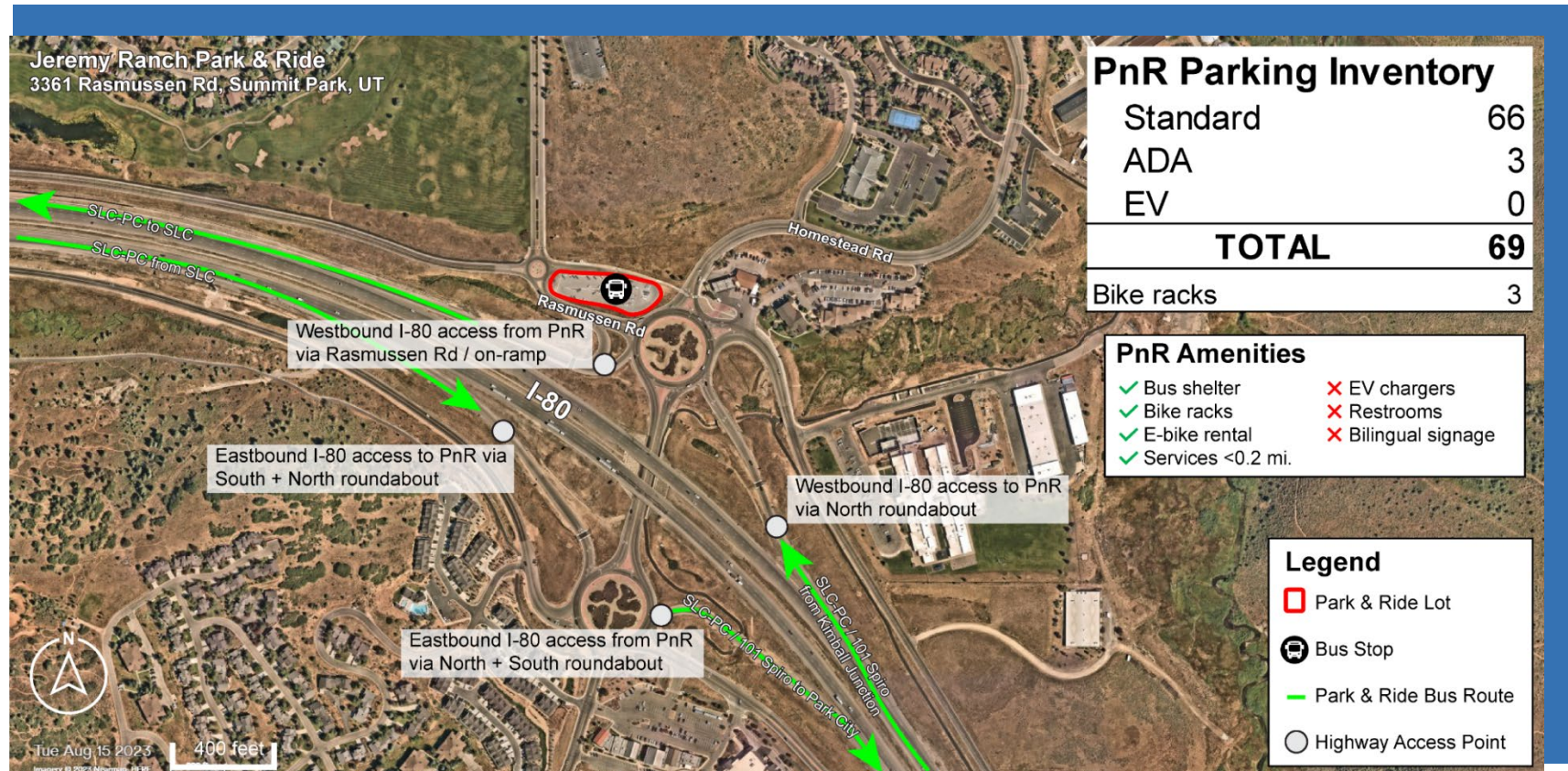


Figure 5: Jeremy Ranch PnR At-a-Glance

Jeremy Ranch is very proximate (<0.25 mi.) to I-80 from both the eastbound and westbound directions. The roundabouts on the north and south side of I-80 ensure fluid traffic circulation.

Local Street Access

The Jeremy Ranch lot is well-connected to the Summit Park community by Rasmussen Rd and Homestead Rd. A newer multi-use path on the east side of Homestead Rd also provides local access for cyclists and pedestrians.

Amenities

Essential amenities like a bus shelter and bike racks exist at Jeremy Ranch along with e-bike rentals and modest nearby services in the form of a gas station. This PnR lacks EV chargers, an on-site restroom (the closest restroom is at the gas station across the street), and bilingual signage.

Transit Connections

Jeremy Ranch transit connections consist of the 107 SLC-PC for regional travel from Salt Lake City and the 101 Spiro for local access between Jeremy Ranch to the north and the Old Town Transit Center to the south. Detailed stop-level boarding data for these routes was not available from High Valley Transit. Overall ridership by month for these routes is included in Figure 39 and Figure 41 in the Appendix of this report.

The 101 Spiro, which runs on high-frequency 15-minute intervals, connects to large destinations like the Canyons Village Transit Hub, Park City Mountain, Old Town Transit Center, and Deer Valley Resort, but as a local route it has many stops, making it less convenient for many potential PnR users.

Parking Supply + Observed Demand

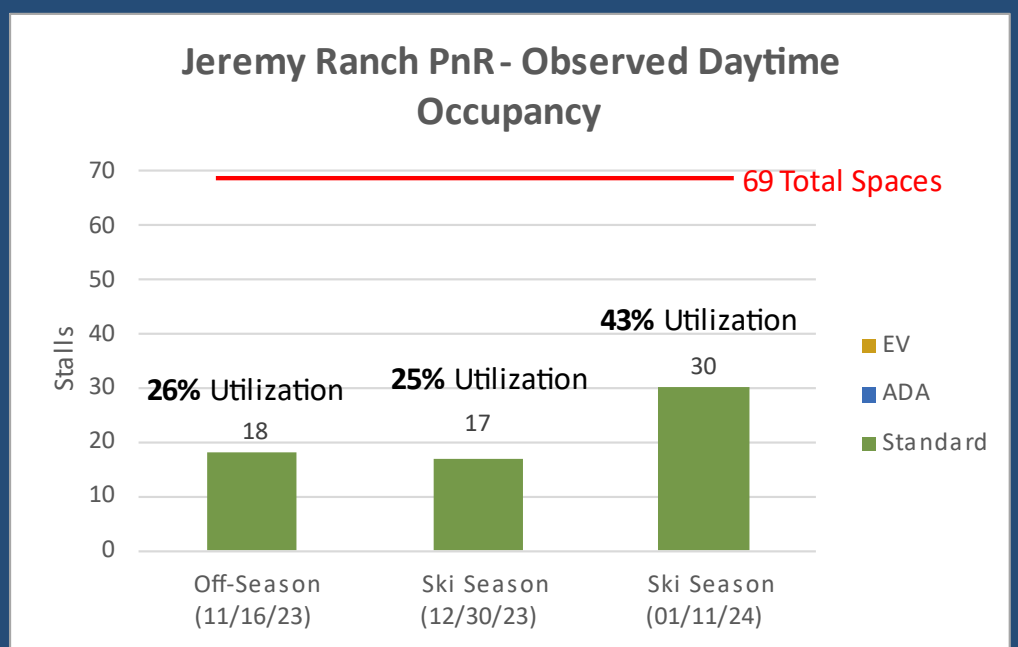


Figure 6: Jeremy Ranch PnR Observed Off-Peak + Peak Parking Demand

Based on the available parking occupancy survey data, the overall parking capacity at Jeremy Ranch appears to be sufficient for current off-season and ski season demand conditions, as shown in Figure 6.

Capacity exists to accommodate some future demand growth, although this lot's present capacity of 69 spaces does not meaningfully reduce the traffic volumes passing onto S.R. 224 and traveling into Park City proper. Additionally, there is little to no developable land adjacent to Jeremy Ranch to expand capacity in the future, and the current lot parcel is too small to support a parking structure.

Ecker Hill

Regional/Highway Access

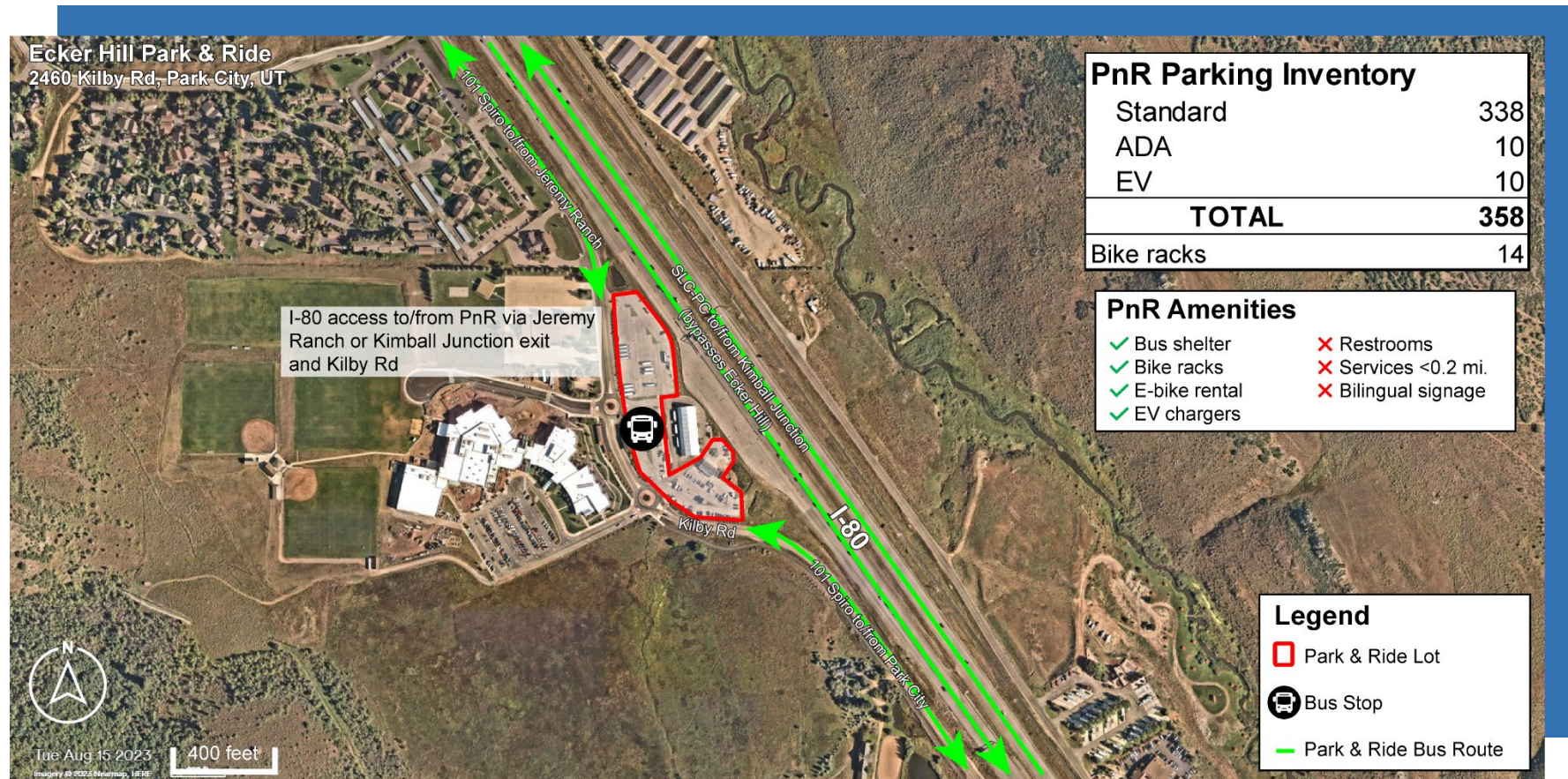


Figure 7: Ecker Hill PnR At-a-Glance

The Ecker Hill PnR is located on the west side of I-80 on Kilby Rd, a frontage road. It is 1.4 mi. from the eastbound I-80 exit at Jeremy Ranch and 1.9 mi. from the westbound I-80 exit at Kimball Junction. As such, it is less accessible from I-80 than the Jeremy Ranch and Kimball Junction alternatives and suffers from perceived low user convenience as a result. Direct access to Ecker Hill from I-80 was discussed in past area studies but was not supported by UDOT at that time.

At the time of this study, the Ecker Hill PnR was the base of operations for HVT.

Local Street Access

Local access to Ecker Hill is provided by Kilby Rd and a multi-use path on the south side of Kilby Rd. The adjacency of I-80 limits local access to Ecker Hill.

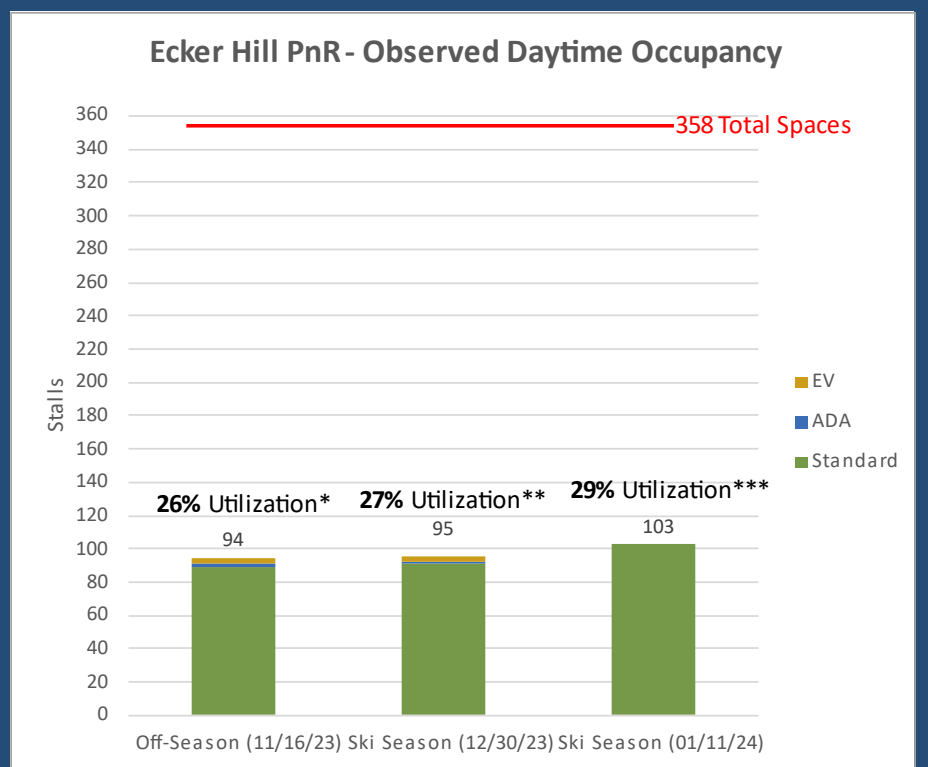
Amenities

Ecker Hill possesses bus shelters, bike racks, and EV chargers. There is also an on-site e-bike rental station, although the lot's remote location and lack of wintertime rental service availability render e-bikes less useful. This PnR does not have an on-site restroom, nearby services, or bilingual lot signage.

Transit Connections

The 101 Spiro bus route, like at Jeremy Ranch, provides Ecker Hill with local service to Kimball Junction and many Park City destinations. Detailed stop-level boardings for Ecker Hill were not available for this report.

Parking Supply + Observed Demand



* One HVT bus observed occupying two ADA spaces.

** 24 HVT vehicles parked in southern lot; 14 HVT vehicles parked in northern lot.

*** 25 HVT vehicles parked in lot. EV and ADA counts were not collected.

Figure 8: Ecker Hill PnR Observed Off-Peak + Peak Parking Demand

Figure 8 shows the observed parking occupancies observed at Ecker Hill on the selected off-season and ski season dates and includes HVT buses and associated vehicles to better illustrate the real-world daily conditions. Ecker Hill's inventory of 358 spaces is less utilized than the other PnRs, especially if the HVT vehicles are excluded. Its large capacity suggests greater potential during large special events when more users tend to anticipate parking scarcity and challenges closer to key destinations and when more resources are in place to direct drivers, such as workers, to less proximate lots.

Kimball Junction

Regional/Highway Access

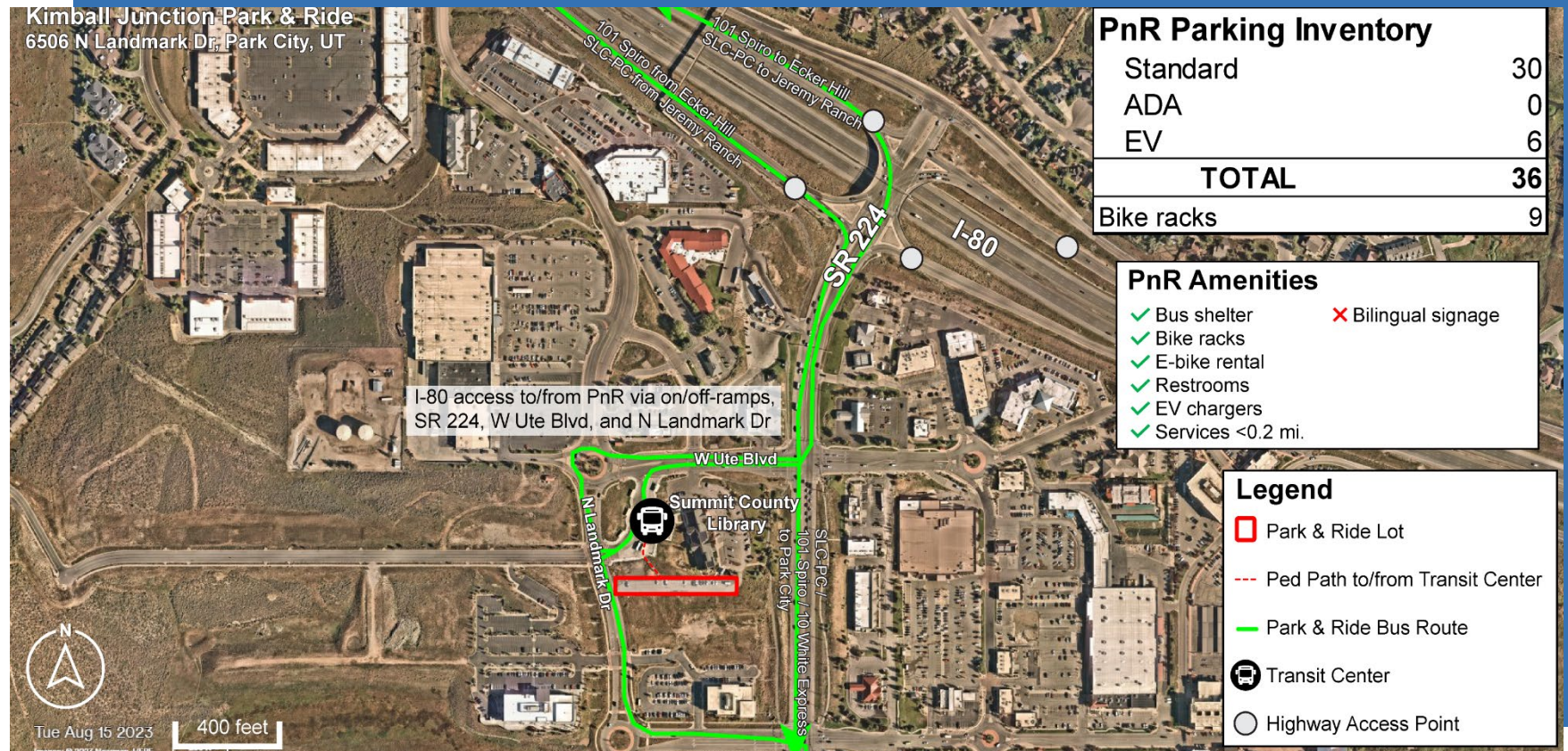


Figure 9: Kimball Junction PnR At-a-Glance

The small Kimball Junction PnR lot is adjacent to the Kimball Junction Transit Center and is one block west of the north end of S.R. 224, placing it in close proximity to drivers' routes into Park City.

Local Street Access

The Kimball Junction PnR and Transit Center complex are integrated into the growing commercial area, which centers around the main arterial of S.R. 224. Future multi-modal mobility improvements have been proposed as part of some of the KJAP alternatives, including a pedestrian tunnel under Ute Blvd to better connect areas on either side of S.R. 224. and a more complete sidewalk network. Amenities

The Kimball Junction PnR benefits from its connection to the Kimball Junction Transit Center, a primary node in both the HVT and PCT bus networks. Figure 9 above shows this location has the full range of standard Summit County PnR system amenities except for bilingual signage.

Of particular note is the concentration of nearby services (groceries, restaurants, coffee, etc.) at Kimball Junction compared to the other PnRs.

Transit Connections

The Kimball Junction Transit Center is connected to the large Park City destinations by the 101 Spiro and 10X White Express bus routes. Additionally, the 107 SLC-PC regional bus terminates at Kimball Junction, at which point riders must transfer to the 101 Spiro or 10X White to reach primary Park City destinations on transit.

The 101 Spiro, as stated previously, runs local service, while the 10X White Express bus utilizes shoulder lanes on S.R. 224 to bypass traffic. Figure 10 below shows hourly 10X White boardings at Kimball Junction on the Saturday of Martin Luther King, Jr. weekend since 2019. Boardings at this stop appear to have recovered more than 100% since the COVID-19 pandemic.

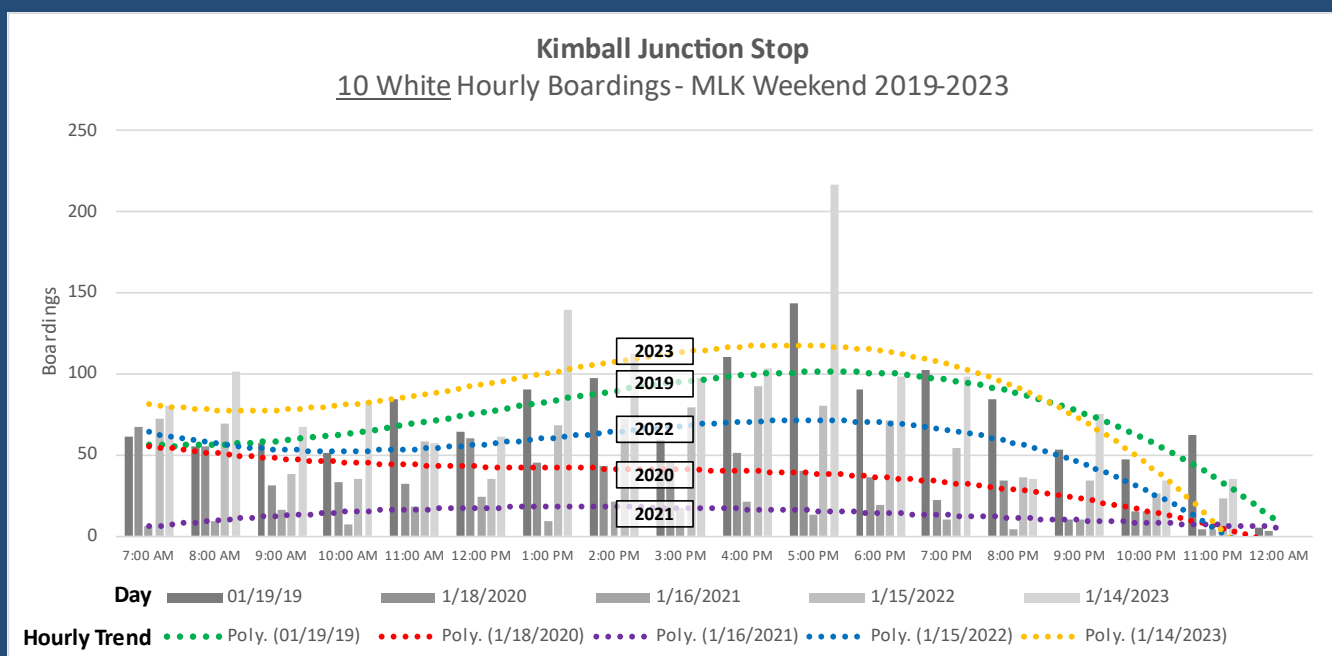


Figure 10: Kimball Junction Stop 10X White Route Hourly Boardings - January Over Time

The 10X White route as a whole is still below its 2019 ridership levels (see Figure 38 in Appendix), but newer strategies like free transit fares on both the HVT and PCT system make the PnR and transit systems more appealing.

It is worth noting that the 10X White does not have direct service to any of the ski resorts. Users must transfer at the Canyons Village Transit Center, Park Ave Stop, or Old Town Transit Center to reach these large destinations.

The 101 Spiro does stop directly at both Park City Mountain and Deer Valley, albeit on a comparatively indirect local route. The proposed bus rapid transit (BRT) route along S.R. 224 that would replace the 10X White would improve the rider experience for those traveling from Kimball Junction into Park City. Although direct ski resort base mountain stops are not planned, the new BRT would offer limited stops and faster service using dedicated lanes.

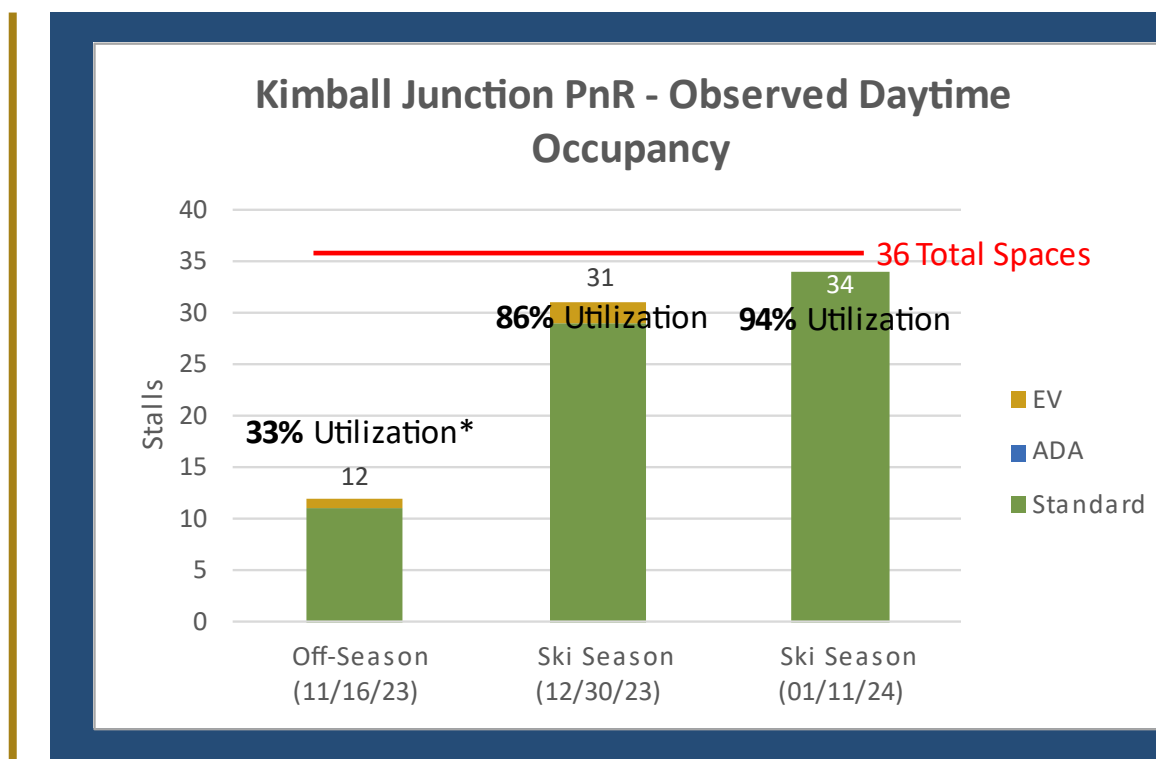
Kimball Junction I-80/S.R. 224 Interchange Alternatives

Alternative A of the proposed Kimball Junction I-80/S.R. 224 Interchange Alternatives (part of the Kimball Junction Area Plan, or KJAP) would create a split diamond interchange and shorten the frontage road access by 0.7 mi. for westbound drivers seeking to exit at Kimball Junction and double back to the Ecker Hill PnR.

Given the relatively small reduction in driving distance and the more important PnR system goal of proactively directing westbound drivers to the Ecker Hill lot with strategic dynamic highway signage prior to the Jeremy Ranch exit, the benefits of Alternative A for the Ecker Hill PnR's accessibility are somewhat minimal.

Parking Supply + Observed Demand

The Kimball Junction PnR lot was observed to be functionally full (94%, or 34 out of 36 stalls) on MLK Weekend and 86% full (31 occupied spaces) on the 12/30/2023 survey date when the ski resort trails were <50% open, as shown in Figure 11 below. These findings suggest that Kimball Junction's strategic location and amenities make it a more attractive PnR site.



* One non-EV observed occupying an EV space.

Figure 11: Kimball Junction Transit Center PnR Observed Off-Peak + Peak Parking Demand

Richardson Flat

Regional/Highway Access

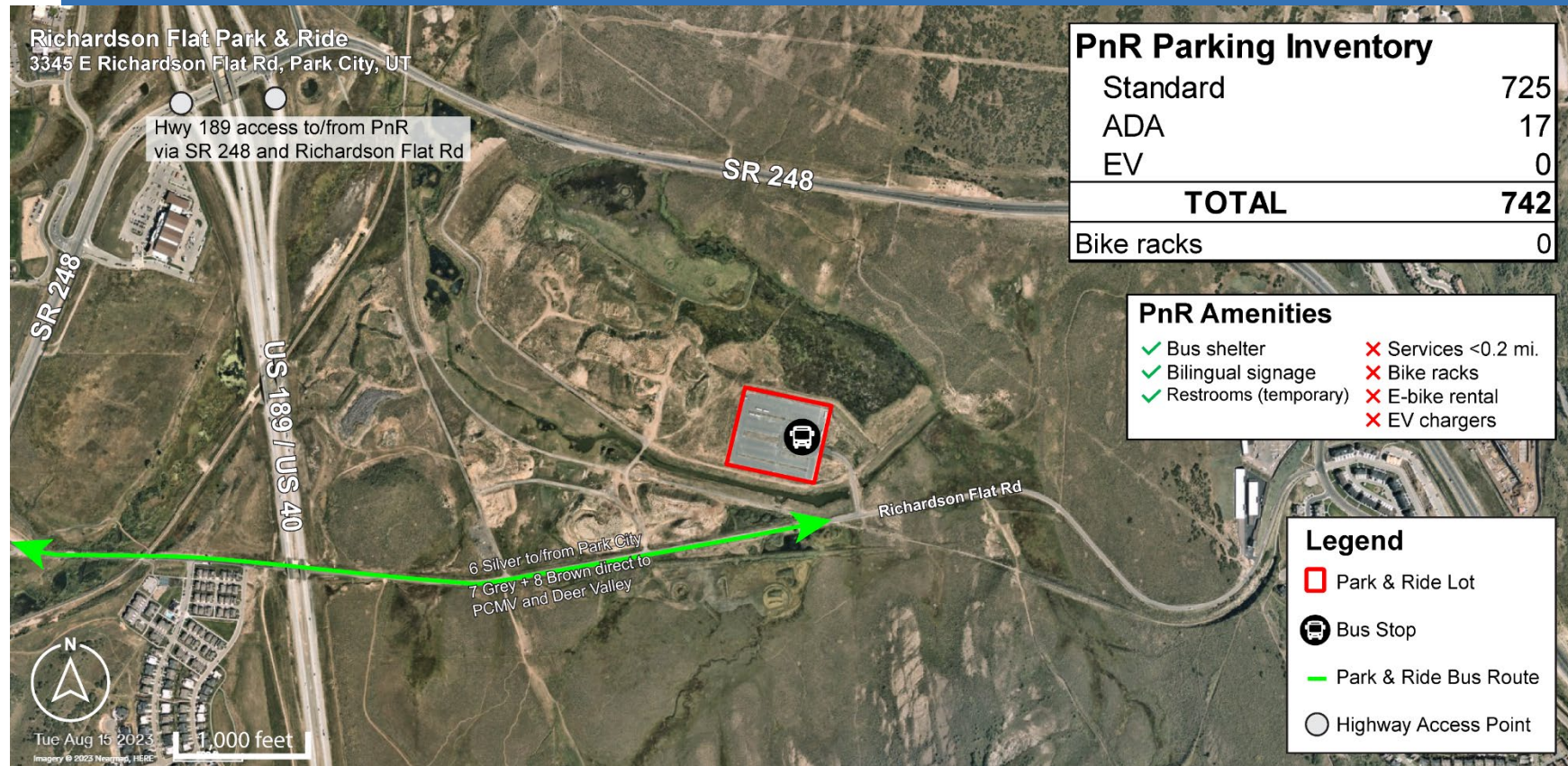


Figure 12: Richardson Flat PnR At-a-Glance

The Richardson Flat PnR is approximately 2.5 mi. from the U.S. 40 exit at S.R. 248. Drivers can alternatively choose to go east on S.R. 248 to reach the lot via Jordanelle Pkwy and Richardson Flat Rd, which may avoid traffic at Quinn's Junction but is an additional ~0.5 mi.

Local Street Access

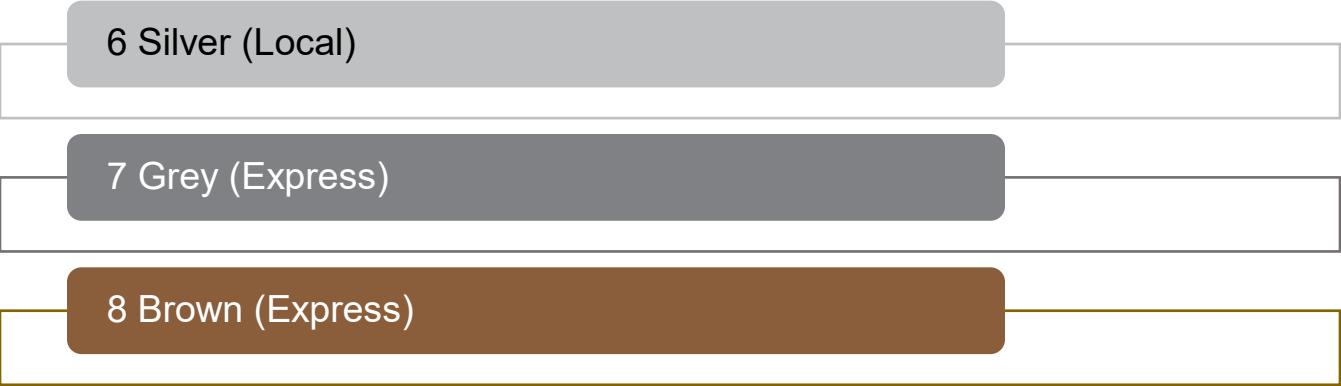
Local access to the Richardson Flat lot is limited because of its remote location on Richardson Flat Rd. It is sited away from existing residential and commercial centers and is not directly connected to any multi-use paths or trails.

Amenities

As it is the newest PnR in the system (established in 2022), Summit County and PCT are still developing the amenities at Richardson Flat. Bus shelters and bilingual signage are present, as is a temporary restroom in the peak winter season, but other standard amenities are lacking. Bike racks and e-bike rentals are not available onsite, although demand for these features may be low since the lot is not proximate to daily services, housing, trails, or bike lanes. EV chargers are also not currently installed onsite.

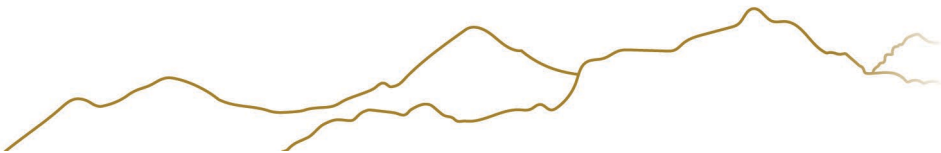
Transit Connections

PCT operates one local and two seasonal, express seasonal bus routes from the Richardson Flat lot:



The 6 Silver launched in 2022 when the PnR opened and provides local service to the Old Town Transit Center year-round.

The 7 Grey and 8 Brown are new express routes for the 2023-24 ski season that provide limited and convenient service to the Park City Mountain Village and Deer Valley Snow Lodge Park base areas, respectively. Full-season rider data is not yet available, but preliminary feedback received by PCT indicates that riders are responding positively to the convenience that these door-to-door routes are designed to provide to skiers and employees.



Parking Supply + Observed Demand

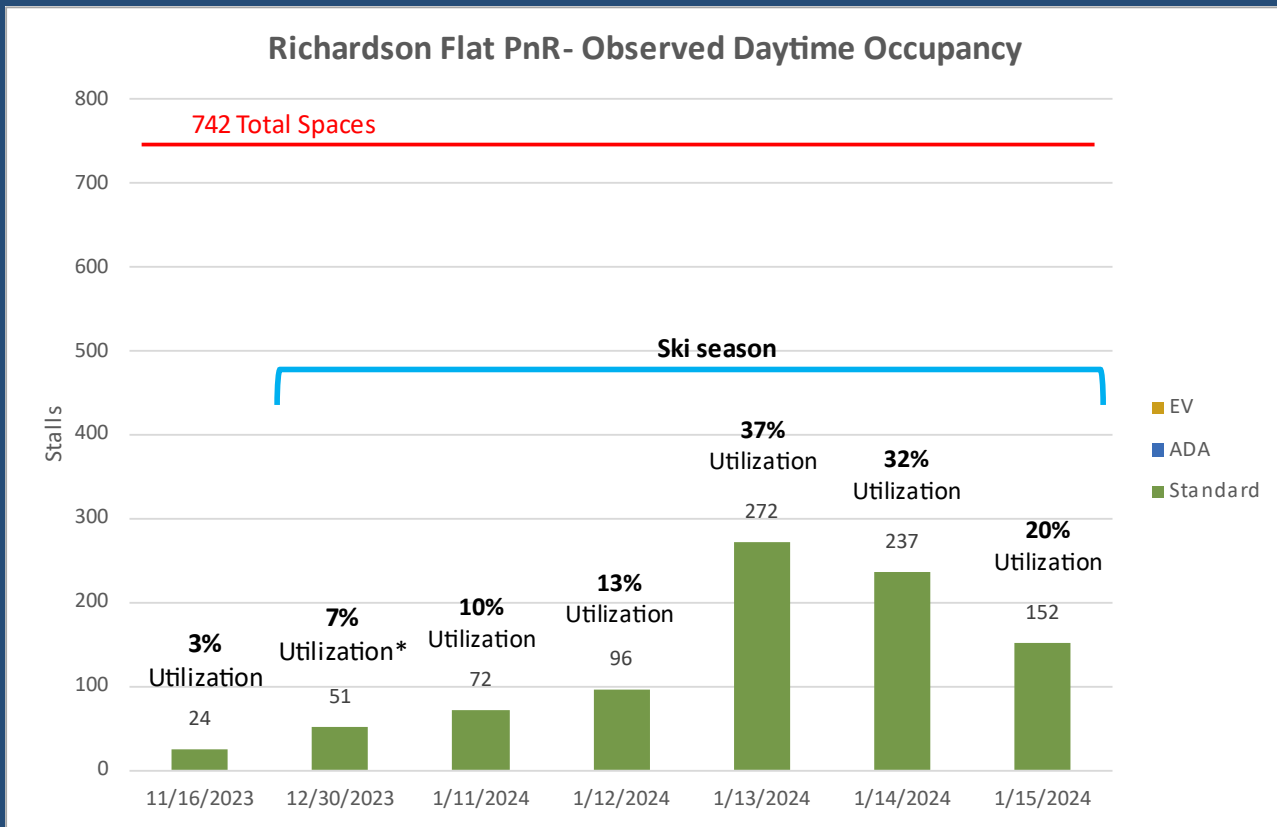


Figure 13: Richardson Flat PnR Observed Off-Peak + Peak Parking Demand

Shown in Figure 13, Richardson Flat's parking utilization remained low into the start of the 2023-24 ski season as snow accumulation lagged. By MLK Weekend, a daytime occupancy rate of 37% (272 of 742 total stalls) was observed. While this utilization rate appears low, Richardson Flat is nonetheless attracting hundreds of users on busy winter ski days despite its new status and relatively remote location further from the key I-80 corridor. Users can be certain that parking will be available and express buses will arrive in 20-minute frequencies.

Observed Parking Demand

The observed demand for the four PnRs, depicted in Figure 6, Figure 8, Figure 11, and Figure 13 in the PnR profiles on the following pages, reflect the daytime demand on Thursday, November 16th, 2023, between 10:00AM and 2:00PM to capture non-ski season demand, and Saturday, December 30th, 2023, between 10:00AM and 12:00PM to capture peak ski season demand on a traditionally busy week (between Christmas and New Year's).

It should be noted that, due to lower-than-average snow precipitation, the ski terrain was not 100% open on 12/30/2023. Table 1 shows that day's snow reports.

Table 1: Observed 12/30/2023 Survey Day Resort Snow Reports

Resort	% trails open	Snow base
Park City Mountain / Canyons	39%	53"
Deer Valley	61%	73"

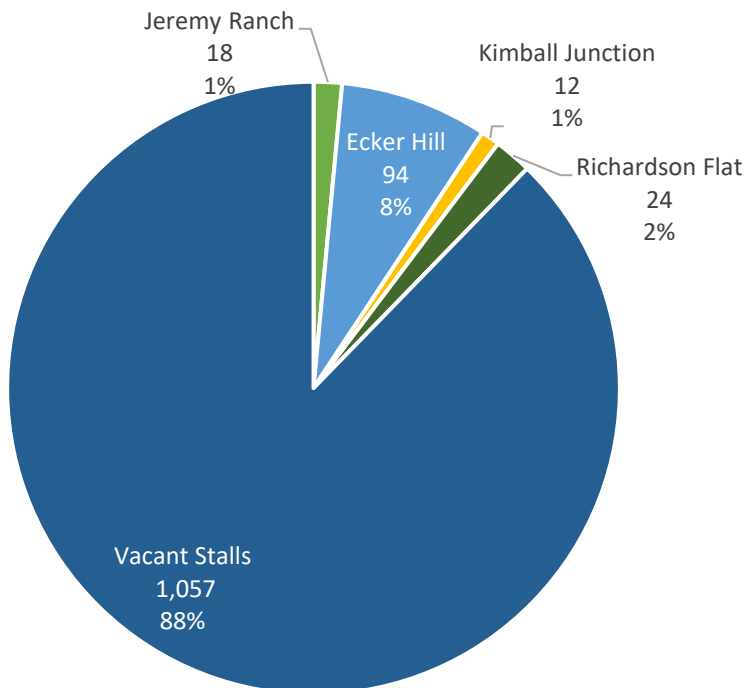
For this reason, mid-day counts were also gathered on 1/11/2024 at all the PnRs as well as 1/12/2024 and 1/13/2024 at Richardson Flat (which is included in PCMC's routinely gathered public parking data along with Old Town public parking data).

Figure 5 and Figure 6 below show overall utilized and vacant stalls throughout the PnR system on off-season and peak season days.



Figure 14: Off-Season PnR Daytime Peak Utilization

Off-Season PnR Daytime Utilization (11/16/23)



Representative Ski Season PnR Daytime Utilization (01/11/24 - 01/13/24)

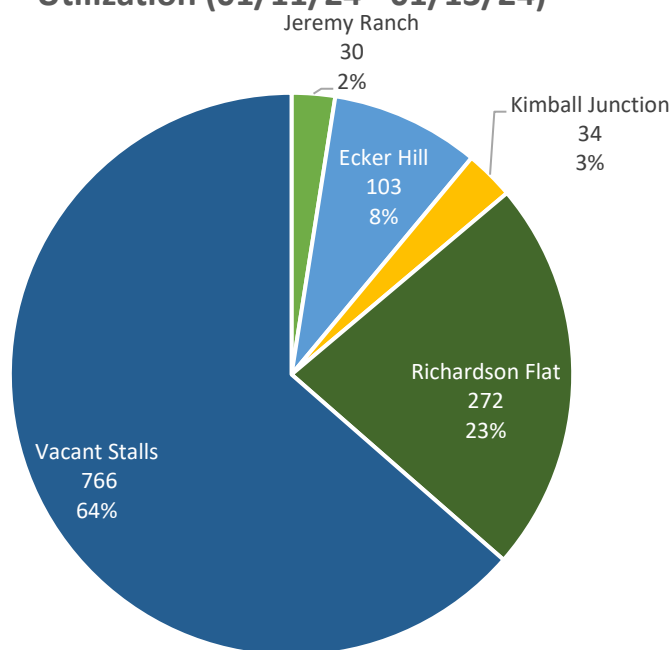


Figure 15: Representative Ski Season PnR Daytime Peak Utilization



Overall daytime system utilization varied from 12% in the off season to 36% over Martin Luther King, Jr. Weekend. Note the relatively high ski season utilization at individual lots like Kimball Junction (34 spaces, or 94% of its 36 spaces) and Jeremy Ranch (30 spaces, or 43% of its 69 spaces). Furthermore, the sheer number of users supported by the Richardson Flat lot (272 spaces, or 37% of its 742 spaces) is significant. Factors at play, such as Richardson Flat's improved direct transit service to key destinations through the new Grey and Brown routes, will be discussed in the Richardson Flat section.

Old Town public parking utilization will be covered in the Destination: Old Town section of this report.

Travel Mode: Regional + Local Transit

Regional and local transit options, offered by Summit County's High Valley Transit, Park City Transit, and connecting to the Utah Transit Authority (UTA) system, are the key travel mode for users who do not have access to or otherwise do not use vehicles. Transit connects people to Park City destinations if active transportation modes like cycling and walking aren't feasible for them. Transit is the primary driving alternative in the harsher winter months.

The transit routes shown in Figure 16 below are only inclusive of routes that connect PnRs to key final Park City destinations: Park City Mountain, The Canyons, Deer Valley, and Old Town Park City. Additionally, the HVT 107 SLC-PC is shown because it represents a transit option for visitors and employees from SLC Airport, the University of Utah campus, or elsewhere in the Salt Lake City area to the Summit County destinations via either Salt Lake Central Station or the limited lot on E Hollywood Ave.

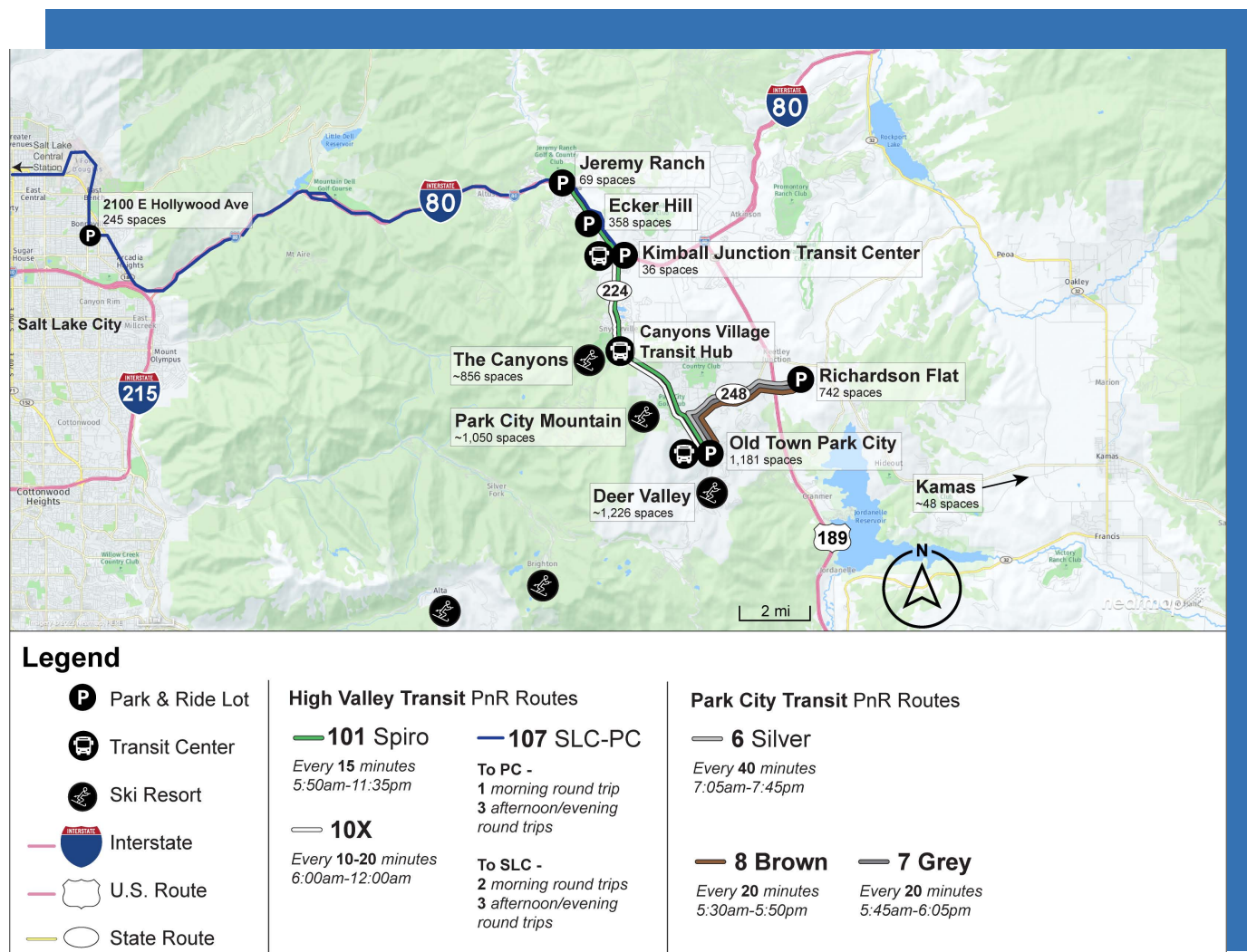


Figure 16: Existing Regional and Summit County PnR Public Transit Options

The SLC-PC bus route is free and makes an important connection between Salt Lake Central Station, University of Utah, the Salt Lake City PnR at 2100 E Hollywood Ave, and Kimball Junction Transit Center. However, visitors coming from SLC Airport to prime Park City destinations must board a combination of 3-4 transit routes and transfer 2-3 times to (TRAX Green to Frontrunner at Salt Lake Central Station to SLC-PC to 10X White/101 Spiro

or TRAX Green to SLC-PC at City Center Station to 10X White/101 Spiro) complete their trip using multiple transit fare media, an inconvenient and long journey, particularly for families with children.

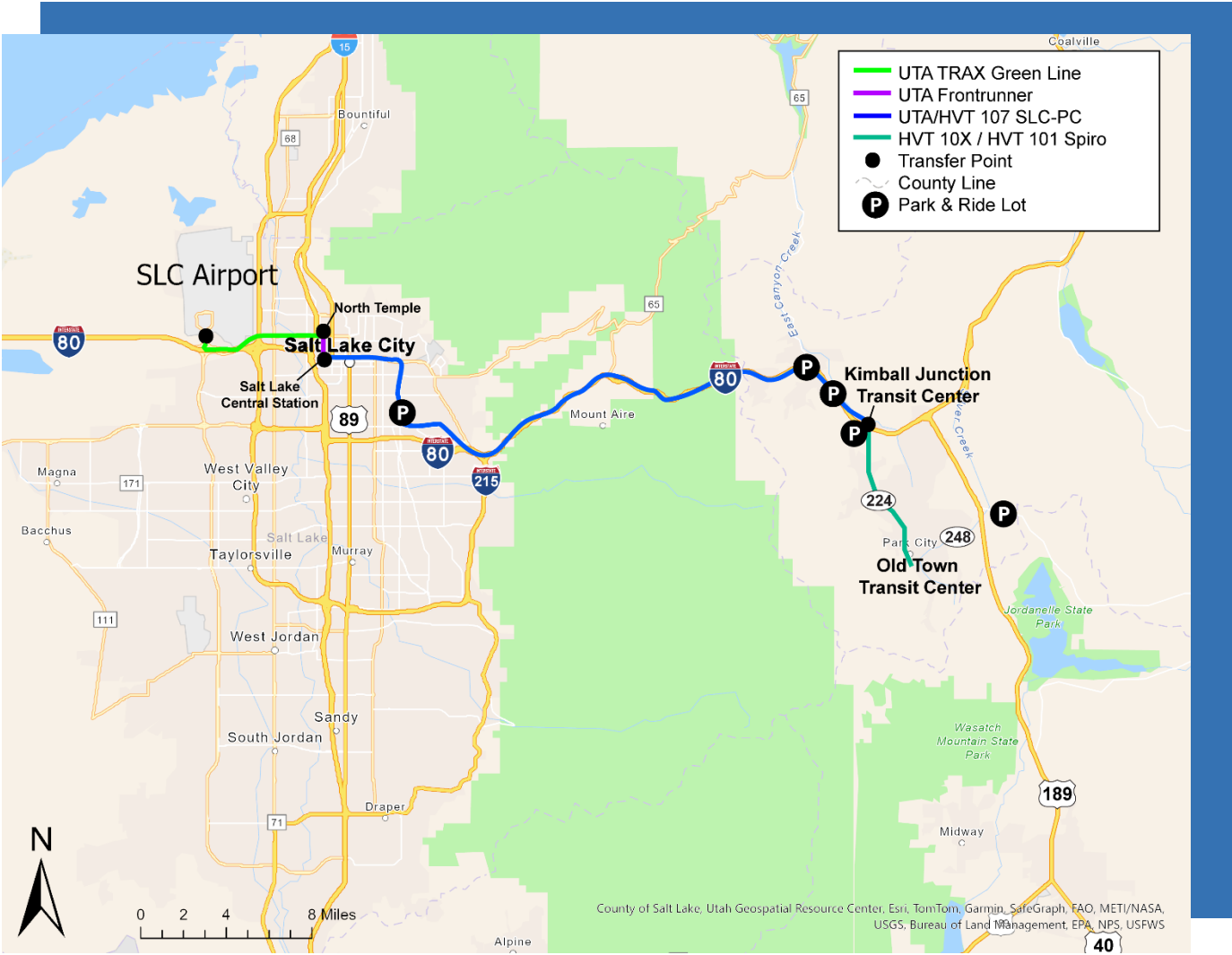


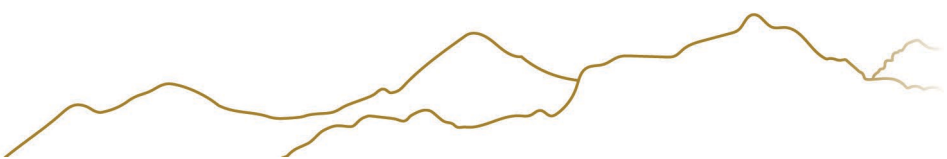
Figure 17: 2023-24 Ski Season SLC-PC Regional Bus-to-Park City Transfers

Travel Mode: Vehicles

Vehicles are the primary travel mode to, from and within the study area. This section details existing conditions related to traffic volumes, delays, and common locations of congestion on major routes in and around the study area.

The following four regional corridors servicing Summit County and Park City are discussed in this section.

State Route 248 (SR-248): US-40 (Quinn's Junction) to SR-248 Junction	Interstate 80 (I-80): I-215 Junction to SR-224 Junction (Kimball Junction)
State Route 224 (SR-224): I-80 (Kimball Junction) to SR-224 Junction	United States Route 40 (US 40): SR-52 Junction (Mouth of Provo Canyon) to SR-248 Junction (Quinn's Junction)



Summit County's population is expected to increase by over 40% by 2060². Previous planning efforts have recognized the County's potential for growth and need for a multimodal transportation system.

Park City Forward, the City's long range transportation plan details six key nodes where significant growth is planned, major projects are anticipated, crucial hot spots exist, or transportation challenges are present. Modal splits of trips among the six key areas show on average over 52% of trips are completed by single-occupied vehicles and over 25% are completed by carpooling vehicles³.

Traffic Volumes

Daily volumes reported by month from typical summer and ski seasons of the year show the seasonal variation in daily traffic volumes experienced in the area. The monthly average daily traffic (ADT) volume data is sourced from the Utah Department of Transportation (UDOT)⁴. The latest available monthly ADT volume summaries include data from November 2021 to July 2022 for each corridor.

Table 2 and Figure 18 show the magnitude of seasonal change in daily traffic. Three of the four regional corridors, US 40, SR-224, and SR-248 experience a significant increase (>25%) in average daily traffic volumes during a typical month within the ski season, with SR-248 recording over a 50% increase between summer and ski seasons. The change on I-80 shows a decrease, likely attributed to the truck traffic and more interstate connectivity trips present on I-80. A large portion of I-80 vehicles are likely not primarily using the route to access Park City or Summit County, but instead are passing through to a further destination. The Salt Lake City County-to-Summit County segment of I-80 experiences an overall traffic volume decrease in the ski season or winter months when inclement weather and poor road conditions may be present.

Table 2: Seasonal Variation in Daily Traffic, 2021-2022

	I-80	US 40	SR-224	SR-248
Summer Season Average Daily Trips (May 2022 – Aug 2022)	67,339	24,875	31,895	19,666
Ski Season Average Daily Trips (Nov 2021 – Feb 2022)	58,305	31,925	37,708	28,161
Seasonal Percent Change	-13%	28%	18%	43%

² <https://d36oiwf74r1rap.cloudfront.net/wp-content/uploads/Summit-Proj-Feb2022.pdf?x71849>

³ <https://www.parkcity.org/departments/transportation-planning/park-city-forward>

⁴ <https://www.udot.utah.gov/connect/business/traffic-data/traffic-data-dashboards/>

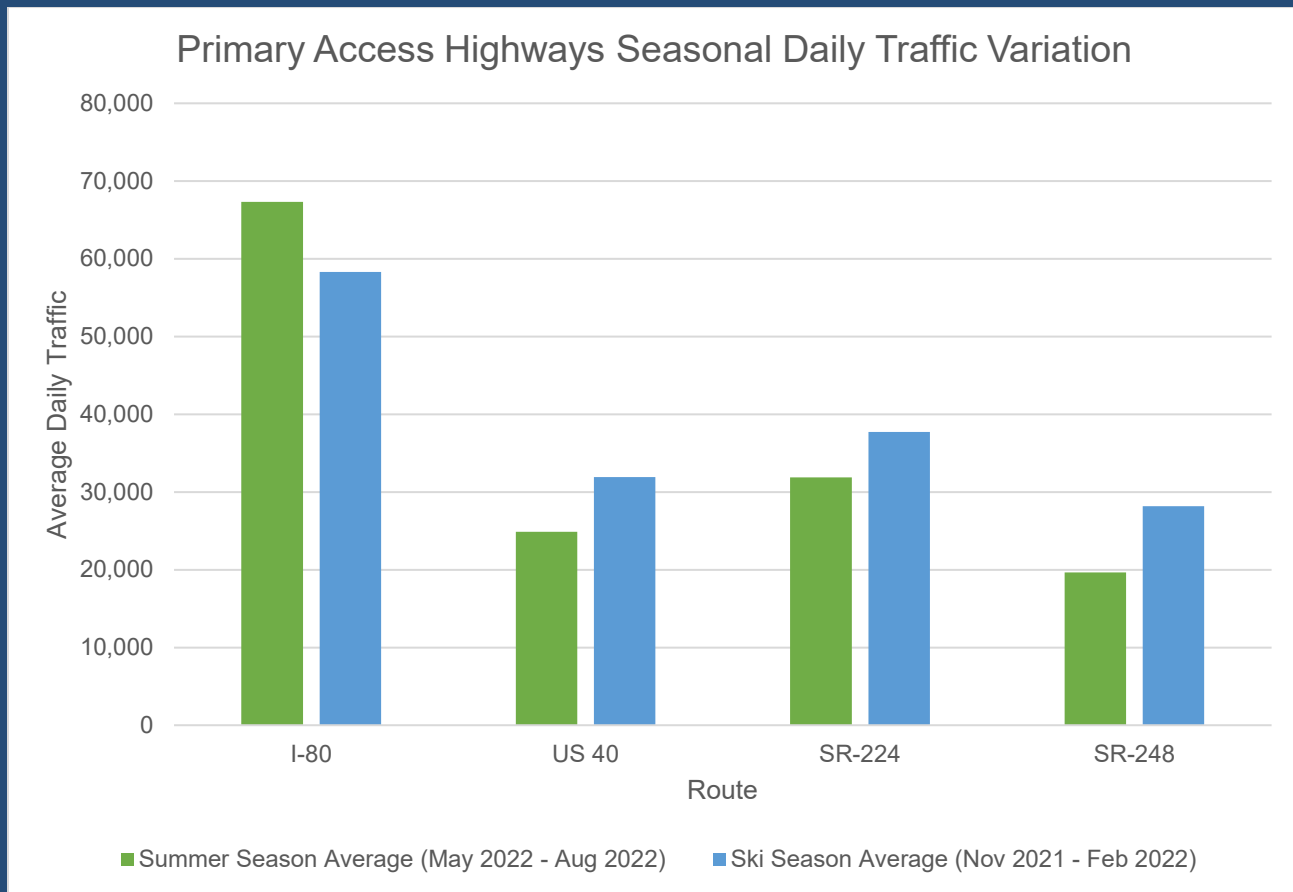


Figure 18: Seasonal Variation in Daily Traffic, 2021-2022

Vehicle traffic on the major corridors in the study area and surrounding region have experienced yearly growth in recorded annual average daily traffic (AADT). Traffic volume data from UDOT⁵ is presented in Figure 19, showing the most recent five-year history of AADT on each of the four major routes in the area. Note, the AADTs shown are a weighted average for the corridor, matching the segment boundaries analyzed as part of the delays (i.e., the I-80 corridor segment stretches from the I-215 Junction in Salt Lake City, or mouth of Parley's Canyon, to the SR-224 Junction, or Kimball Junction.)

⁵ [AADT Unrounded \(utah.gov\)](https://utah.gov)

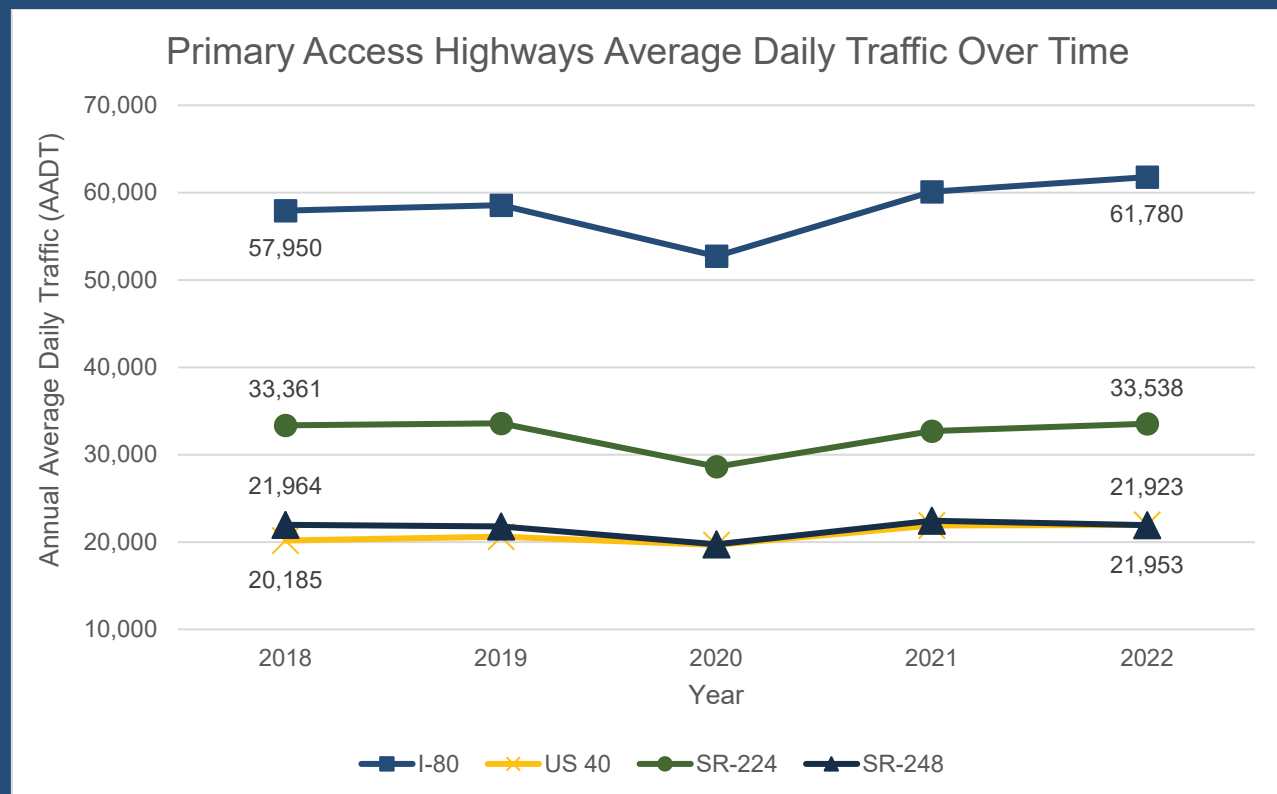


Figure 19: 2018-2022 Annual Average Daily Traffic (AADT) on Key Travel Corridors

Corridor Delays

Corridors within the study area experience notable congestion and delay, particularly during morning and afternoon travel peaks. These travel delays are exacerbated by heavy demand from Summit County tourists driving personal vehicles into the resort areas to their final destinations. The PnR network presents an alternative to alleviate this strain on the highway network. Travel times for four of the main corridors in the study area were recorded from UDOT collected data⁶. Travel time data recorded every 15-minutes throughout the day from crowd sourced data was evaluated to determine delays. Average and maximum travel times for the corridors were recorded in November (representing a “typical” or non-snow or peak ski-season day) and again in January (representing peak conditions). The observed data from January was limited to January 1 through January 16 to avoid the Sundance Film Festival, which presents outlier traffic conditions.

Travel time information for SR-224 and SR-248 are shown in Figure 20 and for US 40 and I-80 in Figure 21. The figures display both the November and January average and maximum travel times recorded for the corridor in each direction. The average travel time represents the daily average time. The maximum travel time is the highest recorded 15-minute measurement of a day in that timeframe.

For each corridor, both the average and maximum travel times increased from November to January. The maximum travel times recorded are significantly higher in January. January typifies peak winter and ski season conditions when tourism-related congestion and potentially roadway conditions contribute to delays.

⁶ <https://www.udot.utah.gov/connect/business/traffic-data/>

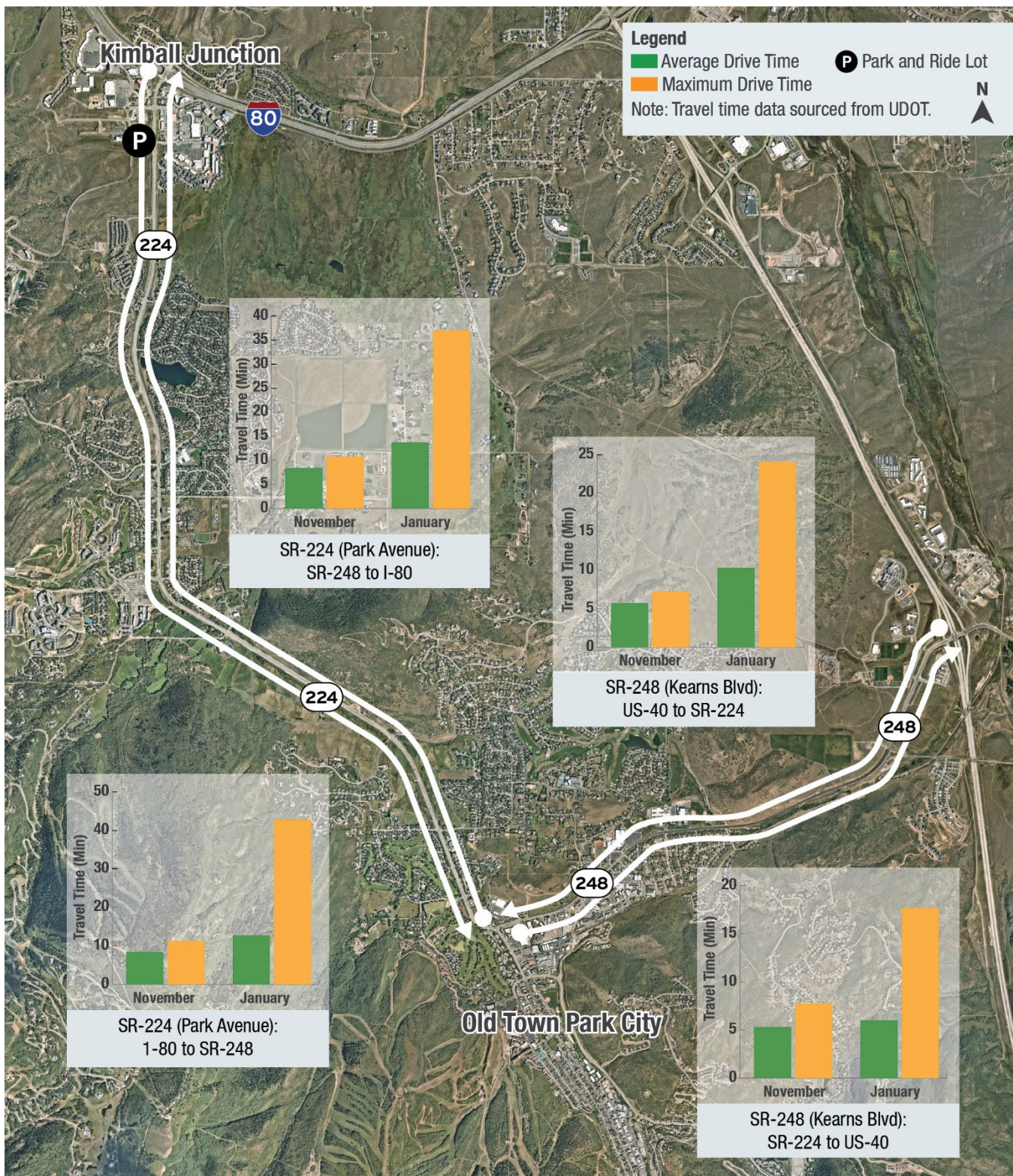


Figure 20. November and January Travel Times for SR-224 and SR-248 to/from Park City

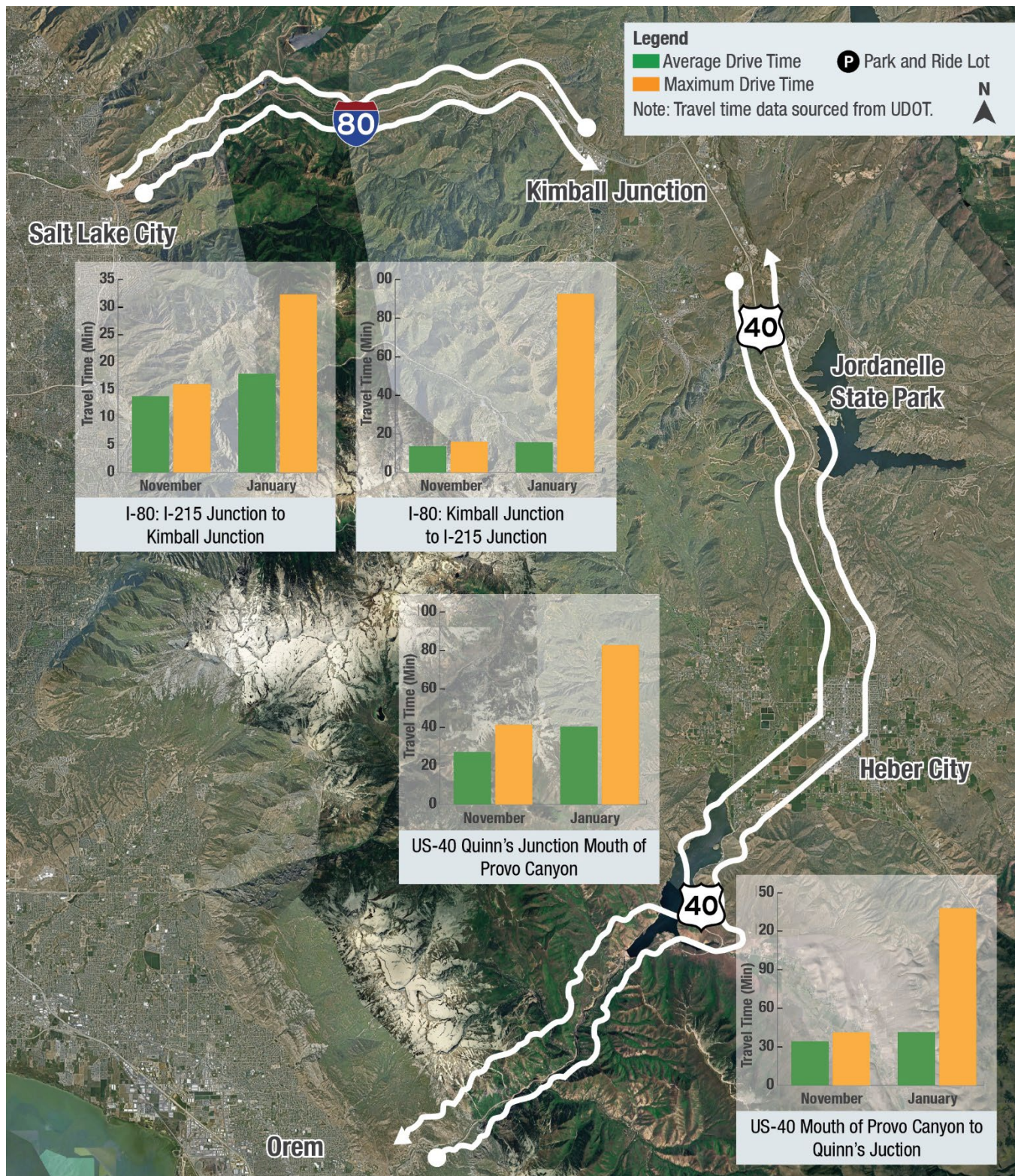


Figure 21. November 2023 + January 2024 Travel Times for I-80 and US 40 to/from Summit County

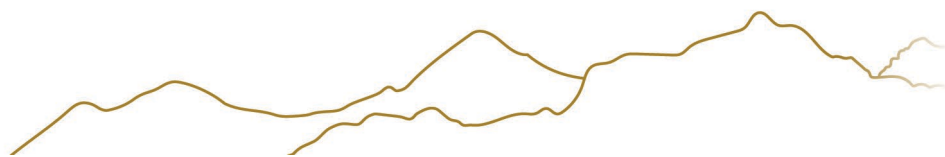
Corridor Segment Delays

Knowing where on the corridors that travel speeds during peak conditions are lowest, or where congestion is located, may help determine future needs and locations of PnR sites to best serve the community. Average travel speed data for peak days in January 2024 were recorded from UDOT data⁷. Average travel speed data shows the locations of worst congestion on each study area corridor.

Figure 22 and Figure 23 show the average travel speed from the highest-delay days and highest-delay 30-minute time periods of each of the study area corridors. Note that peak travel times for different directions of the same corridor may have occurred on different days, as shown in the figures. The observed data from January 2024 is limited to January 1 through January 16 to avoid the Sundance Film Festival.

The travel time segment maps show the congestion during peak times in and out of Park City on SR-248, the congestion to and from the Canyons Resort on SR-224 north to Kimball Junction, and the Summit County regional accesses to and from Park City such as through Heber and near Deer Creek Reservoir. Segment breaks on the corridors are located at traffic signals, major junctions, and any roadway section changes.

⁷ <https://www.udot.utah.gov/connect/business/traffic-data/>



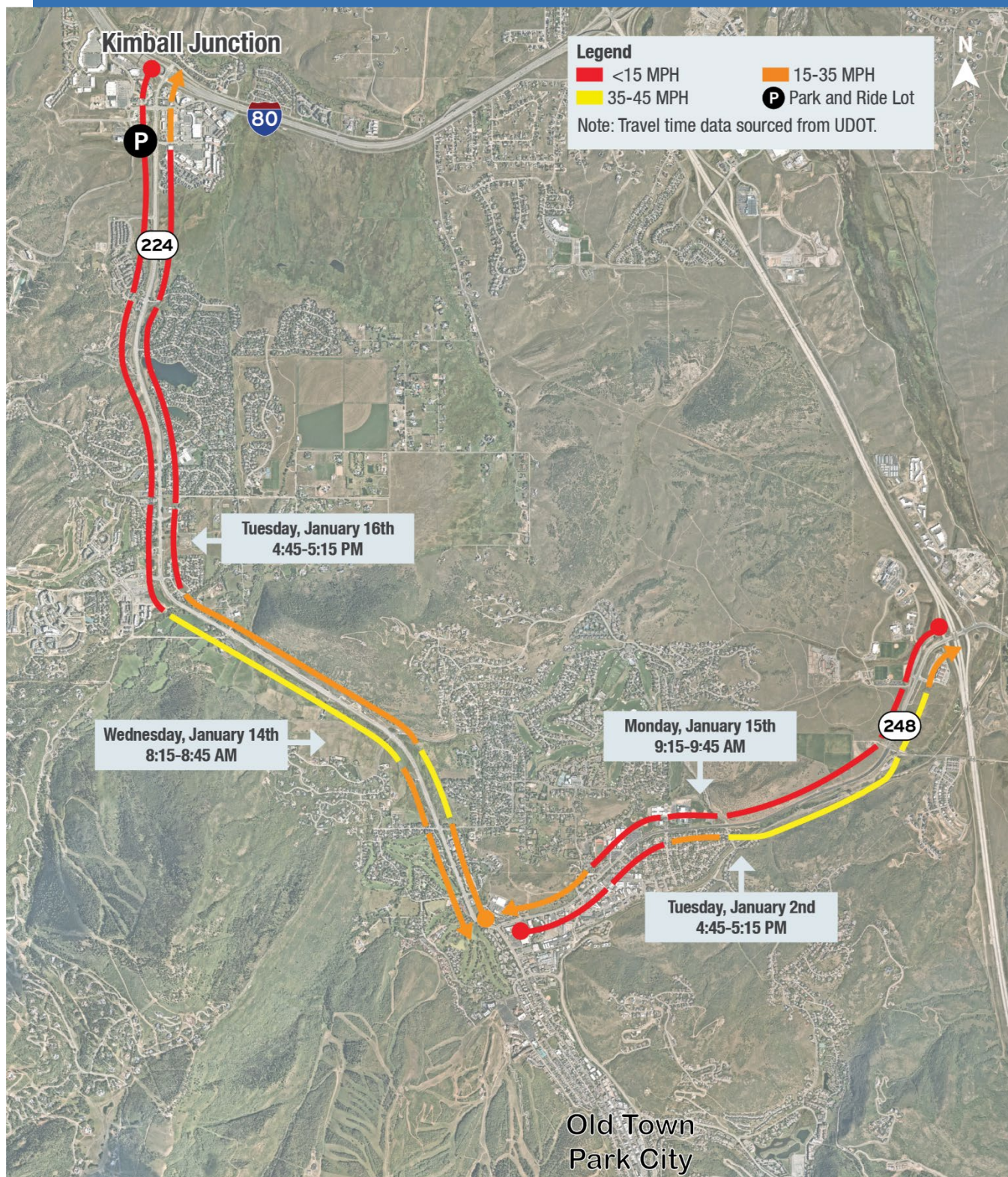


Figure 22. Travel Speed and Congestion Locations for SR-224 and SR-248

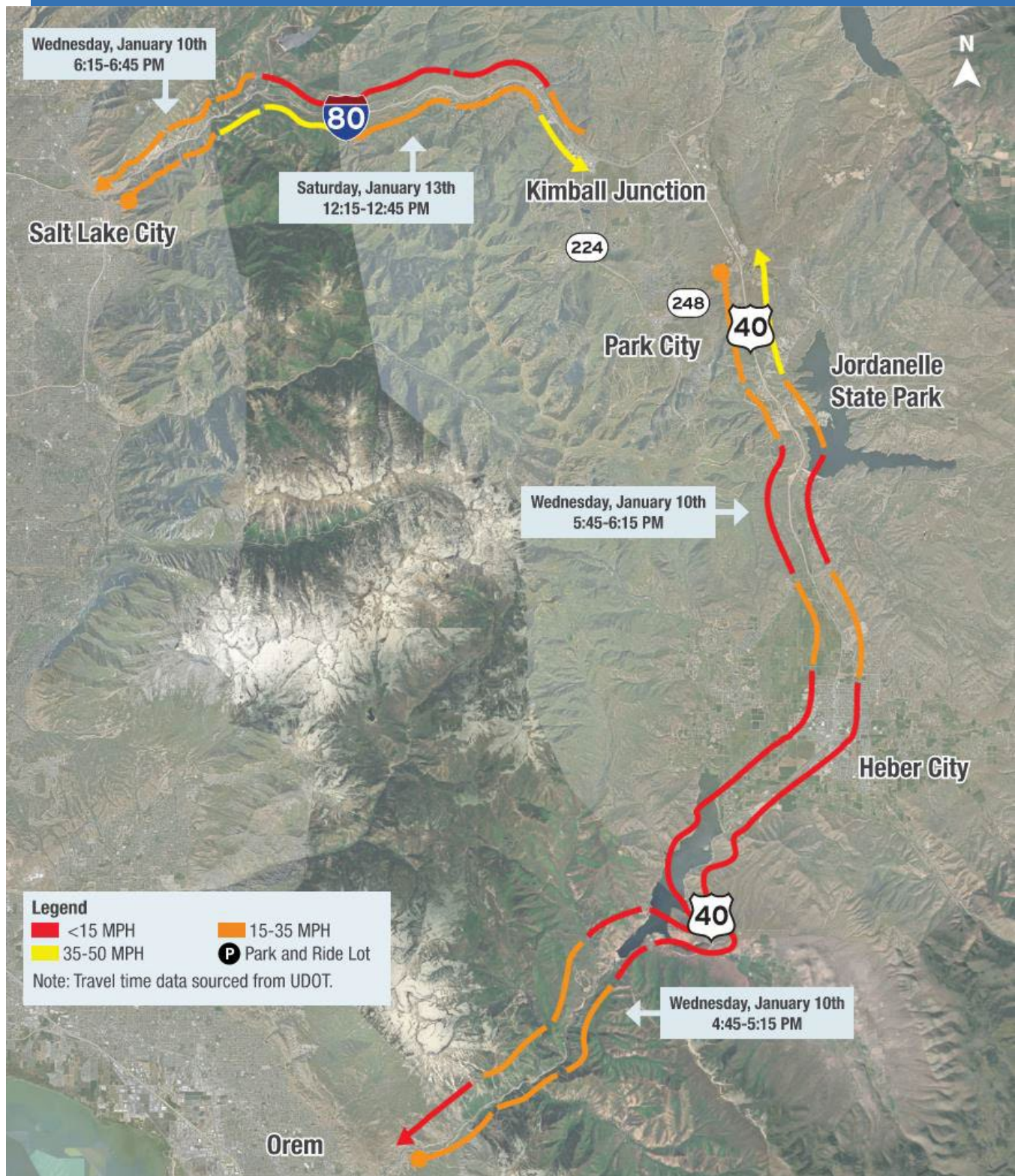


Figure 23. Travel Speed and Congestion Segments for US 40 and I-80

Destination: Old Town

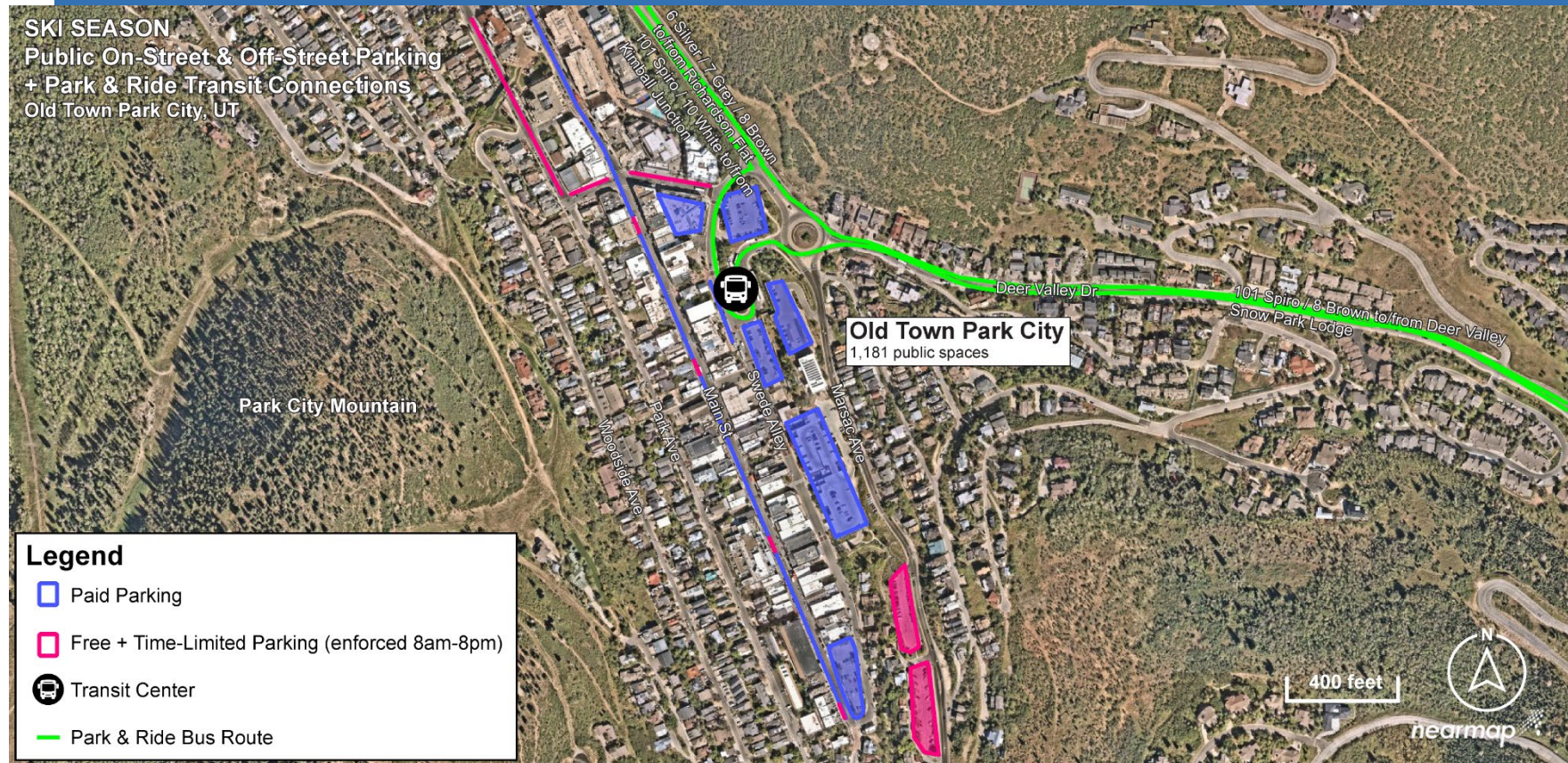


Figure 24: SKI SEASON Old Town Park City Parking + Regional PnR Transit Connections

Old Town Park City, a commercial hub adjacent to Park City Mountain, is both a key destination for visitor attractions and jobs as well as a significant source of parking with 1,181 on-street and off-street spaces. Figure 24 above shows the winter ski season public parking restrictions for on-street and off-street parking. To control high demand in this constrained area, all parking is either paid (all hours) or time-limited (8am-8pm) in the shaded zones shown in Figure 24. Old Town is otherwise covered by several comprehensive residential parking permit zones.

Figure 35 in the Appendix of this report displays the parking restrictions implemented during the summer and fall off season when parking demand is different from the skiing-oriented winter peak.

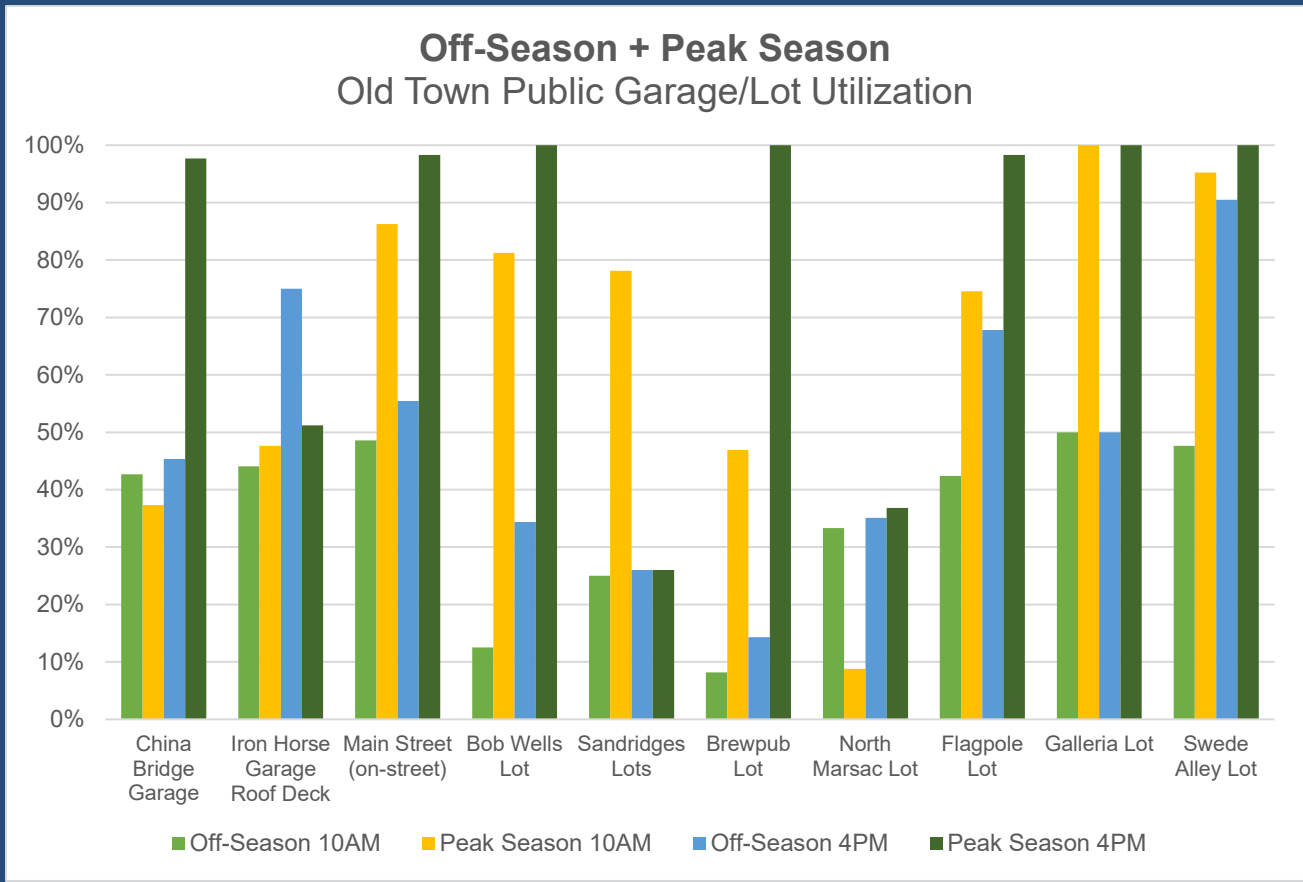


Figure 25. Old Town Park City Off-Season + Peak Season Daytime Observed Demand

Figure 25 shows Old Town public parking occupancy rates on the 11/16/2023 and 12/30/2023 survey dates. In general, occupancy rates increased in the afternoon period when skiers and snowboarders leave the resorts and patronize restaurants and bars.

At 10AM on 12/30/2023, Old Town parking was 52% occupied, or 616 of 1,181 available spaces. At 4PM on 12/30/2023, most of the parking areas were functionally fully (>90% occupancy) and overall public parking utilization was 86%. The off-season and peak season occupancy rates are depicted in Figure 26 and Figure 27 below.

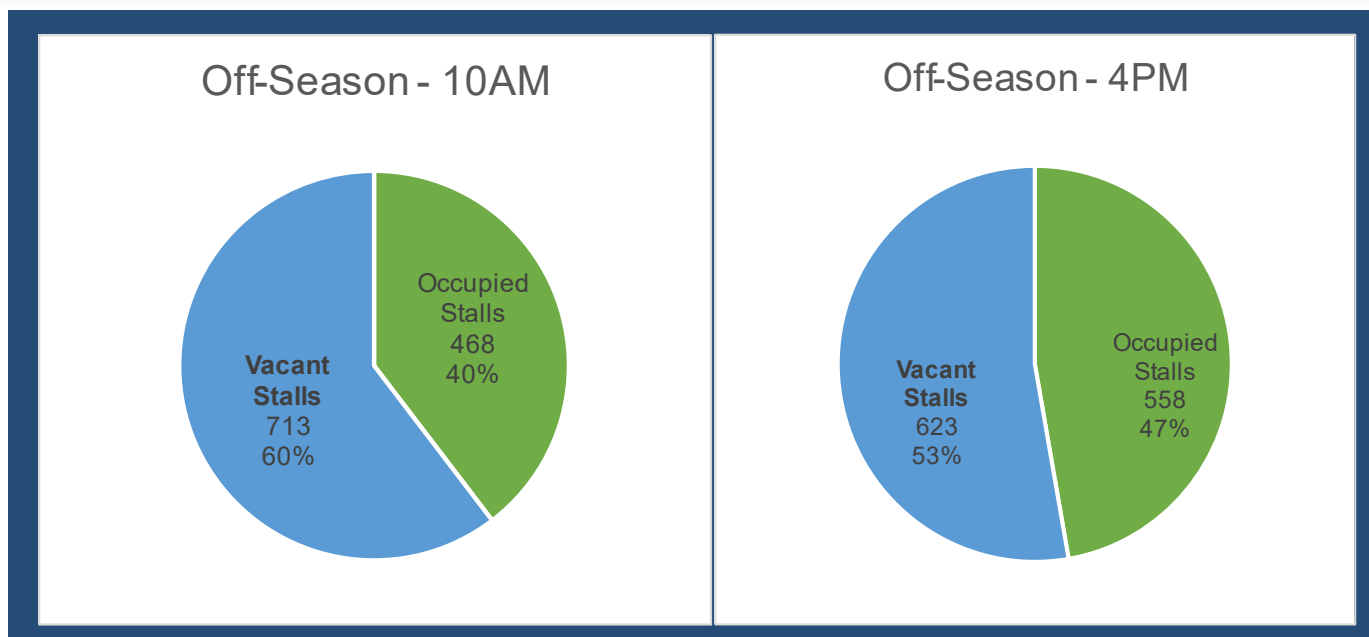


Figure 26: Old Town Park City Public Parking Off-Season (2023-11-16) Utilization

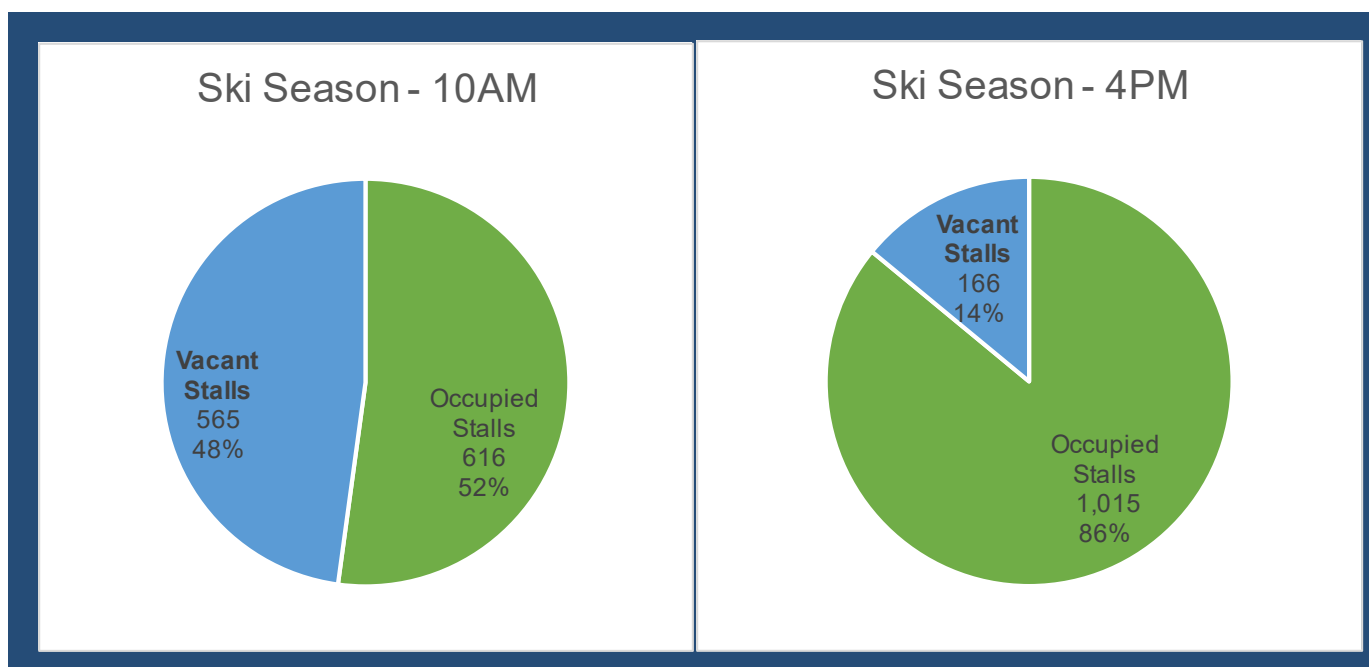


Figure 27: Old Town Park City Public Parking Ski Season (2023-12-30) Utilization

This data demonstrates that Old Town parking is highly utilized during peak demand periods, particularly on ski day afternoons, and is unable to meet all ski resort demand that cannot be accommodated at ski resort base parking areas. The PnRs are therefore a vital resource for maintaining Old Town land for public enjoyment.

Figure 36 in the Appendix shows the low and high parking occupancies at the PnRs and within Old Town public lots for the November 2023, December 2023, and January 2024 survey periods.

Destination: Resorts

The three Park City-area ski resorts—Park City Mountain, The Canyons, and Deer Valley—are the largest visitor and employment entities in Summit County, attracting thousands of skiers at each resort on winter days as well as additional visitors during annual events like the Freestyle International Ski World Cup. Like Old Town, the resort base parking areas seek to balance their parking supplies with other uses related to recreation, hotel accommodations, snowmaking, equipment storage, and other needs.

The resorts did not provide parking occupancy rates or estimates for their base parking areas, so historic resort parking occupancy information is not included herein. Base parking demand is therefore estimated in the future parking demand and need projections discussed later in this report.

Table 3 shows the current and future base area parking inventories at all existing and slated Park City resorts.

Table 3: Ski Resort Base Area Existing (2024) and Future Proposed Parking Supplies

Location	Estimated Existing (2024) Base Parking Inventory	Proposed Future Parking Supply	Net New Inventory	
			Count	% of 2024 Existing Supply
Park City Mountain	1,049	1,049	-	100%
The Canyons ¹	856	1,840	984	215%
Deer Valley ²	1,226	1,970	744	161%
Deer Valley East Village	-	1,200	1,200	-
TOTALS	3,131	6,059	2,928	

¹ Includes new supply after base area redevelopment to be completed in 2026.

² Includes supply after redevelopment of Snow Park. Does NOT include Deer Valley East Village Mountain resort addition to be opened by 2026.

Deer Valley is planning a redevelopment of the Snow Park base area that will repurpose some of its existing parking lots and add new garages. A new adjoined ski mountain area, called “Deer Valley East Village,” will have its own base area and parking. Likewise, The Canyons also has plans to redevelop its base area and add new parking (comprised of both surface and garage parking stalls) to serve the new accommodations and retail/restaurant spaces. Park City Mountain does not currently have actionable redevelopment or parking expansion plans as of Winter 2024.

"In total, 2,928 new parking spaces are planned to be built at the Park City resorts' base areas by 2026, including the future Mayflower resort. An undetermined portion of this new parking capacity will primarily serve new hotel and/or mixed-use commercial land uses.

Parking Policies & Programs

Various county-, city-, and property-level policies, programs and regulations are used to manage parking within Summit County and Park City sites. The goal of these management practices is to ensure continuous access to Park City's attractions, job centers, and local neighborhoods.

Resort Parking Fees

Table 4: 2023-24 Ski Season Park City-Area Ski Resort Visitor Parking Fees

Resort	Parking Fee
Park City Mountain	\$27 - \$45 ¹
The Canyons	\$0 - \$27 ²
Deer Valley	\$0

¹ \$27 flat daily fee at surface lots and \$45+fees flat daily fee in garages; free after 1pm and for vehicles with 4+ occupants.

² Upper Village and Pendry lots are \$27. Cabriolet Lot is free.

Table 4 shows the wintertime base parking fees at the three existing Park City ski resorts.

PCM parking is paid during peak times (until 1PM at surface lots and all times in garage) and priced higher for garage access. Additionally, users must book a daily parking pass in advance from December 9th – April 1st, which allows PCM to better manage demand and users to ensure that parking will be available to them.

At The Canyons, the more convenient lots, including Upper Village and Pendry lots, are paid while the Cabriolet lot is free.

Deer Valley base parking is currently offered for free as a value-add for visitors and employees.

Ride On Park City Program

Park City launched a commuter rewards program in the fall of 2019, called Ride On Park City, to encourage residents, workers, and visitors to consider alternatives to single-occupancy vehicle (SOV) travel. The program allows participants to create an account and log trips by smartphone. Participants are eligible for prizes based on the number of trips taken and the travel mode used in the winter months when parking resources are strained and single-occupancy vehicle (SOV) travel is more challenging for the highway and parking systems to accommodate.

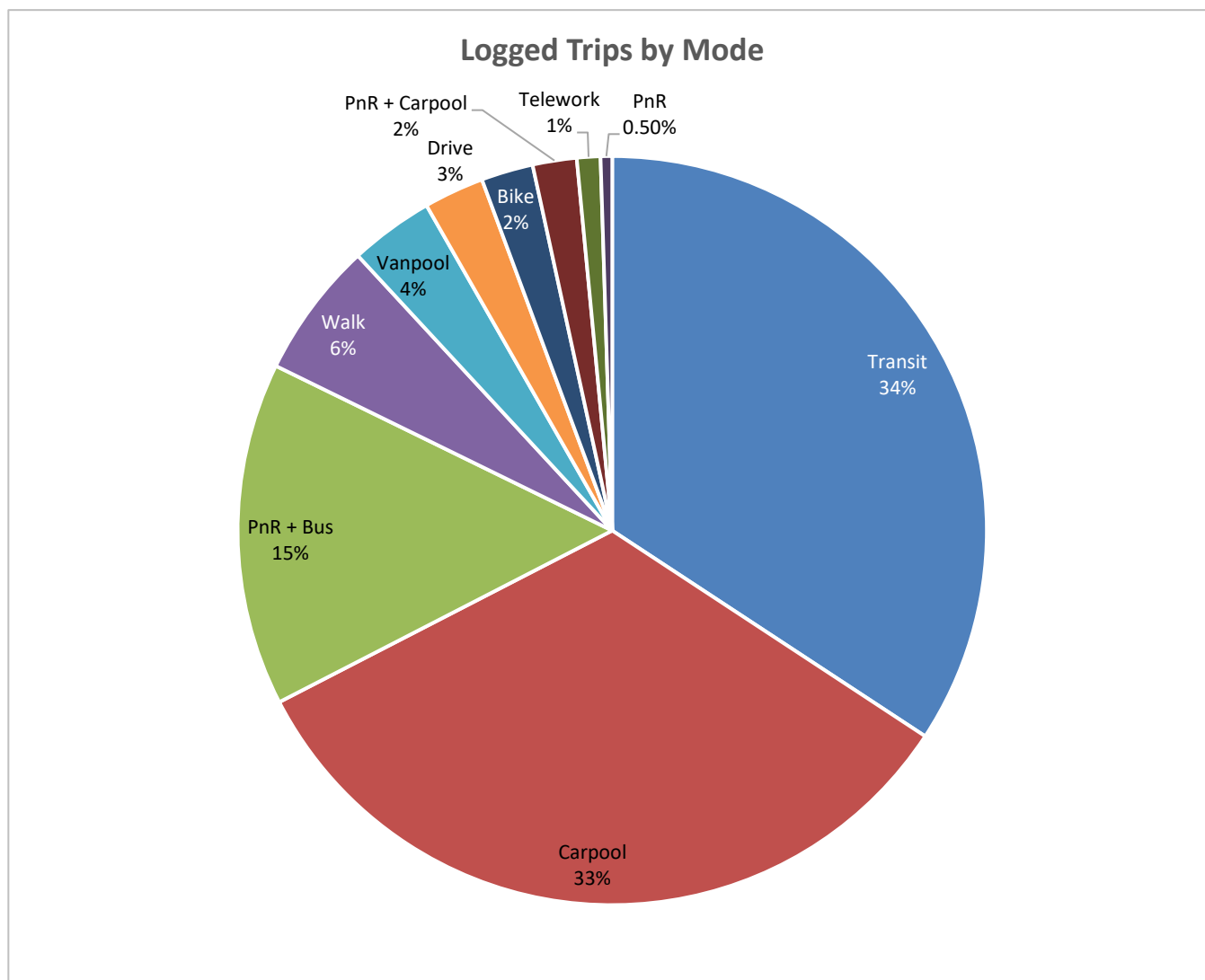


Figure 28: Ride On Park City Logged Trips by Mode – 10/2019-01/2024

Figure 28 shows the modal split of Ride On program participants from October 2019 through January 2024.

The Ride Amigos platform on which the program runs contains many default mode options, including Drive, which is distinct from Carpool. Note that the PnR mode was the only option for PnR users until PnR + Bus and PnR + Carpool were added in 2022, which confounds the overall percentages of trips for these mode options. 15% of logged trips in 2019-2024 were on PnR + Bus while 2% were on PnR + Carpool. PCMC and Summit County seek to continue tracking and understanding the needs of travelers who use the PnR system to carpool with friends or coworkers for the other portion of their trips.

In the Appendix is a map showing the five most common origin ZIP codes in the Ride On program since inception.

Table 5 shows participation data for this program from its 2019 inception through December 2023 for comparison.

Table 5: Ride On Park City Participation Metrics 2019-2023

Year ¹	Avg. Miles per Trip	Total Trips	Monthly Avg. Trips	
			Trips	YoY Change
2019	11.9	4,035	1,345	-
2020	12.3	13,449	1,121	(17%)
2021	14.4	3,543	295	(74%)
2022	14.3	20,658	1,722	483%
2023	14.4	34,732	2,894	68%
TOTAL		76,417		

¹ Data shown for October 2019 (beginning of program) through December 2023 for comparison.

Over 76,000 trips have been logged in the program since fall 2019 through the end of 2023, with an overall average trip length of 13.5 miles. Average trip length has increased by 21% since inception.

Monthly average logged trips were 17% lower in 2020 compared to 2019 and a further 74% lower in 2021, which may be largely due to COVID-19 transportation disruptions. However, monthly average trips were up 483% in 2022 compared to 2021 as travel and work normalized. 2022 saw 1,722 monthly average trips and 20,658 total logged trips. Logged trips increased to over 34,732 trips in 2023, and average monthly trips were up 68% to 2,894 trips.

Daily participation in the program appears to be above pre-COVID-19 pandemic levels, although limited data is available for 2019 since the program launched in October.

County Regulations & Enforcement

Summit County employs a lean regulatory and enforcement system for the PnRs, which is overseen by the Sheriff's Office as well as Park City Municipal Corporation for PnRs within Park City limits. County and City officials are in consensus that abuse of the lots' intended uses and rules is not an issue. They emphasize that their common goal is to encourage more use of the lots throughout the year.

PnR lots are included in the following general County parking ordinances⁸ to mitigate use of the lots for purpose other than park and ride activities and to facilitate wintertime snow removal:

6-2-4: TIME LIMITATIONS:

It shall be unlawful to leave a vehicle parked on any street or public parking lot for more than seventy-two (72) consecutive hours or as otherwise indicated on street signs. After seventy-two (72) consecutive hours, or as otherwise indicated on street signs, the vehicle is subject to impoundment. (Ord. 710, 12-17-2008, eff. 1-1-2009; amd. Ord. 911, 8-12-2020)

6-2-5: SEASONAL LIMITATIONS ON PARKING

A. *Special Winter Limitations: It shall be unlawful to park any vehicle on a public street in subdivisions and other areas during the winter season designated as dated in section 7-3-3 of this code where signs have been posted prohibiting parking. Vehicles so parked are subject to impoundment.*

B. *Parking Not To Obstruct Snow Removal: It shall be unlawful to park any vehicle in a manner that obstructs snow removal by failing to leave adequate room for passage of plows and other removal equipment. Vehicles so parked are subject to impoundment.*

C. *Snow Removal Emergency Routes: In order to maintain a free flow of traffic during periods of heavy snow, and immediately following heavy snowstorms, the county sheriff's department may declare a snow removal emergency, during which time it shall be unlawful to park any vehicle on streets designated by the county sheriff as no parking areas.*

D. *Fire Season Limitations: It shall be unlawful to park any vehicle on or blocking a public or private street designated for emergency egress by signage, code, or otherwise during the fire season where signs have been posted prohibiting parking. Vehicles so parked are subject to impoundment. (Ord. 710, 12-17-2008, eff. 1-1-2009; amd. Ord. 212-A, 11-14-2012; Ord. 911, 8-12-2020)*

⁸ https://codelibrary.amlegal.com/codes/summitcountyut/latest/summitcounty_ut/0-0-0-14587

Beyond Ord. 6-2-4, overnight parking is not allowed at any of the PnRs, and signage exists at all the lots stating as such. Overnight parking violations are generally not an issue at the PnR lots, and actual instances of enforcement of this rule are very limited. Some County residents have expressed the desire to formally allow overnight PnR parking to facilitate use by weekend visitors from around the region, particularly at Richardson Flat where there is significant unused capacity, but these requests have been denied primarily due to concerns about abuse from long-stay vehicles.

Additional uses within the lots that support the overall goal to reduce vehicular traffic within the County, such as users parking in the lot for carpooling purposes, are also allowed and encouraged by officials, particularly since there is significant excess parking capacity in peak winter demand conditions.

Park City Residential Parking Permit Program (RP3)

PCMC began administering a virtual (license plate-based) residential parking permit program (RP3) in 2021 to regulate parking in residential areas of Old Town and surrounding neighborhoods. Residents can also request physical guest permits. Figure 44 in the Appendix is a map of the individual RP3 zones.

The existing RP3 did not emerge as a topic of concern during the public engagement component of this report, suggesting that the regulated area is generally well-calibrated to the access needs of residents, visitors, and employees and the public parking supply in Old Town.

Existing Conditions Key Findings

This Existing Conditions Analysis revealed the following notable findings about the present-day Summit County PnR system:

Some of the existing park and rides are very small, and expansion options are costly where necessary.

Kimball Junction and Jeremy Ranch are small lots with limited adjacent developable land. The existing Jeremy Ranch lot parcel is too small to support an above ground structure and is bounded by a roundabout and roadways as well as private land and I-80.

Kimball Junction is adjacent to an empty parcel (to the south) but would require a costly above-grade garage structure in order to expand. Summit County has begun exploring the details of how such a parking structure could be designed and what it would cost to build.

Identifying suitable new sites to meet future PnR need can be a difficult and lengthy process.

Due to the complexity of land ownership rights and the cost for the PCMC or Summit County to purchase new land, feasible and convenient PnR sites in Summit County and the Salt Lake City area are limited. The most plausible sites are those already owned by these entities, such as the Kimball Junction Transit Center, Richardson Flat, Gordo property, and sites committed through long-term (5+ year) leases in Salt Lake City.

Overall PnR system utilization was less than 40% on the representative ski season observation dates in January 2024.

The PnR occupancy counts demonstrate that the current system is not strained for more capacity. Strategies related to the amenities, incentives, transit connectivity, locations, marketing, and wayfinding elements of the system are therefore needed to attract more users and improve its performance as a mobility and traffic mitigation tool.

SLC-PC riders coming from SLC Airport have an onerous transit journey to reach some key Park City destinations.

The SLC-PC bus route is a primary alternative transportation option for people traveling from the Salt Lake City metro into Park City without a personal vehicle. However, it does not provide direct service between key origins, like SLC Airport and the Salt Lake area PnR on E Hollywood Ave, and key destinations, like Old Town and the ski resorts. This option is therefore not competitive with the option to drive a personal vehicle into Park City.

The existing PnRs lack key features and amenities that users expect.

Features that provide a high-quality experience for users, like permanent restrooms, nearby services, and bilingual signage, are not evenly distributed across the existing PnR system.

Traffic volumes on U.S. 40, S.R. 224, and S.R. 248 are 25-50% higher in the peak winter ski months, at which time the peak hour traffic delays on S.R. 224 and S.R. 248 also increase by as much as 500%

The available traffic data validates the seasonal transportation and access challenges identified by City and County officials and other stakeholders. Roadway conditions into and out of Park City are significantly worse during the peak tourism season. These conditions significantly disrupt the daily travel habits of workers and local residents and degrade the visitor experience for tourists. Furthermore, excessive roadway congestion inhibits the service quality of shared public resources like local transit bus routes.

PnR users from across the region want more direct transit connections to the ski resorts, where paid parking is becoming more common.

Many push-pull factors influence Park City visitors' and employees' decisions to drive, including parking fees, parking availability at the destination, and transit directness. Paid parking is becoming more common at the ski resorts and in Old Town as a parking demand regulation technique, but many people are willing to pay these prices because alternatives like PnR and bus transit access are not direct or convenient enough to change their minds and they are confident that parking will be available at the base mountain on a reservation or drop-in basis.

The new 7 Grey and 8 Brown bus routes from Richardson Flat to the ski resort bases, by way of shoulder lanes for much of the S.R. 248 segment, are examples of improvements that directly address this push-pull issue.

Lot locations and awareness, as opposed to lot capacities, are the primary issues facing the existing system.

The PnR system must focus on factors influencing convenience for users to achieve optimal system utilization.

Key Insight: A successful PnR system is one that is perceived as a highly convenient mode of choice and not merely an option of last resort.



FUTURE NEEDS & STRATEGIES



FUTURE NEEDS & STRATEGIES

This section of the analysis addresses several important considerations:

- ▲ The need for additional PnR capacity based on projected demand,
- ▲ The best way to address this demand based on PnR system organization and facility locations, and
- ▲ Key improvements and amenities to help PnRs maximize their appeal as a viable alternative to single occupancy vehicle usage.

Future PnR Projected Demand

For future demand, the project team considered a range of variables that may impact the demand for the PnR system over a 15-year planning horizon, including:

- **Regional Population Growth:** Impacting the overall anticipated growth rate in parking demand
- **Usage Rate:** The rate at which drivers may utilize PnR locations as a viable alternative to SOV
- **Supply Changes:** Potential changes to the supply (or price) of parking available at primary destinations; also, potential changes (consolidation or other) to the parking supply available at PnR facilities

Additional parking needs for the Olympics, Sundance, and other large special events were also considered as factors that may influence the future demand for the PnR system.

Variables Impacting Demand

Regional Population Growth

For the background growth rate, the team evaluated several sources including population growth projections produced by research from the Kem C. Gardner Institute for the surrounding counties and the historical average increase in skier demand over the last 10 years. For skier parking, we determined that the expanded capacity at Deer Valley and capital projects at other resorts may allow this growth to continue for several years, though at some point the rate of growth will be stabilized based on total lift capacity and resort pricing.

Based on the combined growth factors, the team adopted a weighted 27.5% growth rate assumption (or ~1.63% per year average) representing the potential increase in the regional customer base over the 15-year projection. Barring major changes to the regional transit system, the team assumes that the increase in parking demand within Summit County would follow a similar rate of growth.

Growth Factor	Annual Avg.	Cumulative		
		2025	2034	2039
Projected Summit County Pop. Growth	1.0%	1.0%	10.7%	16.4%
Weighted Growth Assumption	1.6%	1.6%	17.6%	27.5%
Historical Avg. SLC CSA Pop. Growth	1.7%	1.7%	17.8%	27.8%
Historical Avg. Park City Skier Day Growth	3.8%	3.8%	44.7%	74.0%

PnR Usage Rate

To evaluate potential changes in PnR usage as a percentage of total drivers, the project team presented statistics on the effectiveness of various transportation demand management (TDM) strategies on driving behavior. The research on TDM influence on parking demand is relatively new and shows that consumer behavior is highly

multi-faceted. However, studies show that driver behavior can be impacted most significantly by changes in the price of parking, supply constraints at the destination, and new high-quality transit alternatives.

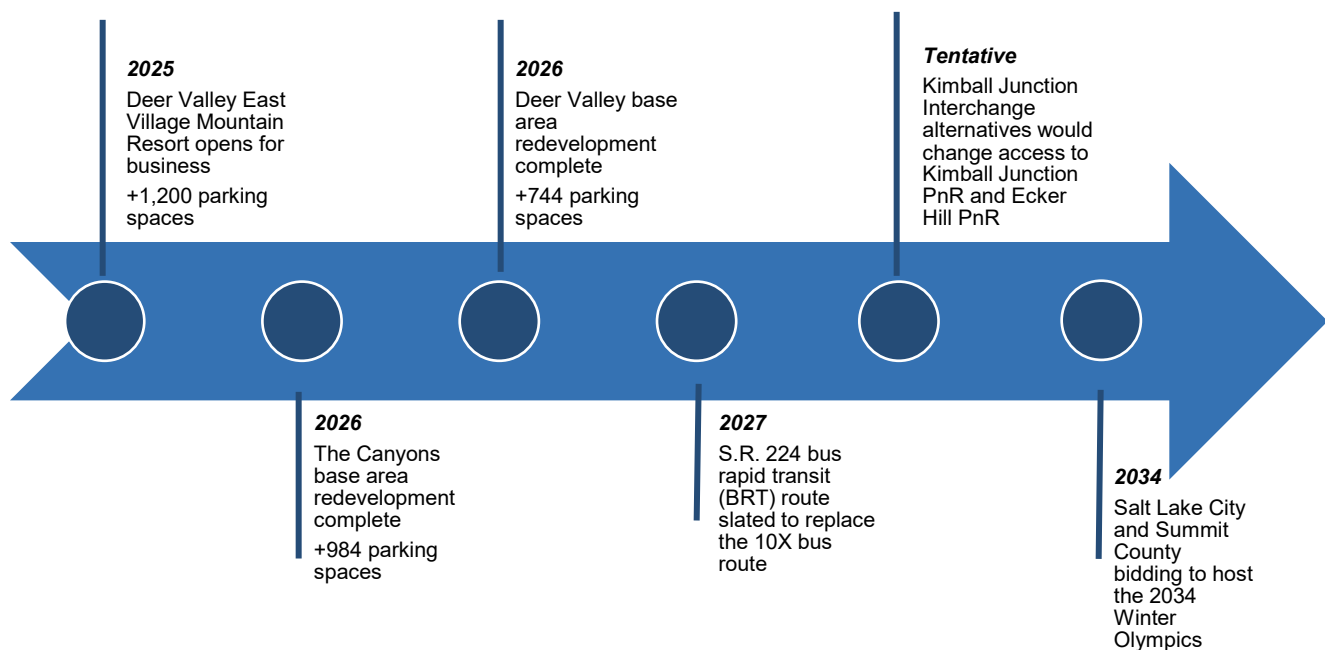
Based on the TDM information presented, the stakeholder group supported adopting a modest assumed shift in behavior of 5%-10% usage rates, assuming that PnR services and amenities are improved over the planning horizon and that traffic congestion, which is projected to increase, leads some drivers to seek a quality alternative.

Anticipated Changes to the Parking Supply at Destination and PnRs

PCMC and county staff worked to compile a list of known projects that may have some impact on parking supplies at major Summit County destinations, like the resorts, and at existing and proposed Park and Rides. The major parking locations/ providers are listed below. Details of each project are not provided because not all projects have publicly available information.

- Deer Valley
- PCSD
- Snow Creek
- The Canyons
- Park City Mountain
- Library, City Park, Mawhinney
- Prospector
- PCMC PnRs
- Historic Park City
- A&C, Bonanza, Homestake
- Other Summit County PnRs

Of the anticipated supply changes, some of the major considerations are shown on the timeline below.



Two of the ski resorts are expected to add to their total parking capacity in the coming years, though much of this capacity is expected to be in support of additional base area amenities such as hotels, condos, and retail. The overall percentage of base area parking available for day skiers is expected to stay the same or decrease across the three major resorts.

Projected PnR Demand by Scenario

To address the total range of supply and demand changes that could impact the PnR System, PCMC and the county proposed that this analysis include a consideration of several possible future demands scenarios. These

demand scenarios would be based on a combination of both growth in overall demand, capture rate, and possible changes to the supply.

The four scenarios proposed for this analysis are described below.

- ▲ **Trend:** This scenario considers projected regional population growth and a corresponding growth in PnR demand, but assumes no increase in the percentage of drivers utilizing PnRs
- ▲ **Core:** This scenario assumes the same regional population growth, plus some of the more likely changes to the existing parking system including changes to the ski resort day-skier parking and some reduction of Old Town parking supplies due to development. This scenario accounts for a moderate increase in PnR usage due to expanded amenities and features offered within the system.
- ▲ **Aggressive:** This scenario assumes regional population growth, additional PnR system improvements, a more constrained parking supply at ski resorts and Old Town, and a reduction or consolidation of PnR locations. This may include repurposing of Kimball Junction, Ecker Hill, and/or a portion of Richardson Flat. This scenario does not assume any specific new PnRs are added, but identifies a deficit of parking that could potentially be addressed by adding new facilities at key gateway locations - i.e., Kimball Junction and/or Quinn's Junction
- ▲ **Events:** The events scenario applies similar assumptions to the "Core" scenario but assumes a high background growth rate in parking demand attributed to large events like Olympics. This scenario also assume significant improvements are made to the PnR system to add amenities and that these lots are promoted heavily during peak special events.

A summary of the variables assumed for each scenario are shown on the following table.

Table 6: Future Need Projection Scenarios

Scenario	Description	PnR Demand Changes		Other Planning Assumptions
		Regional Growth Rate	PnR Mode Shift	
Trend (Status Quo)	Regional growth with no PnR improvements.	+27.5%	0%	<div>+</div> Deer Valley +1,970 parking spaces. <div>+</div> The Canyons +1,840 parking spaces.
Core	Regional growth with a low-end PnR improvement adjustment of 5%.	+27.5%	5%	<div>+</div> Deer Valley +1,970 parking spaces. <div>+</div> The Canyons +1,840 parking spaces. <div>-</div> Kimball Junction PnR is repurposed. <div>-</div> Old Town parking is reduced.
Aggressive (Maximize Land Use)	Regional growth with more aggressive PnR improvements and reduced parking in key Park City areas.	+27.5%	12%	<div>+</div> Deer Valley +1,970 parking spaces. <div>+</div> The Canyons +1,840 parking spaces. <div>-</div> Old Town parking is reduced. <div>-</div> Richardson Flat parking is reduced by 50%. <div>-</div> Kimball Junction and Ecker Hill PnRs are repurposed.
Event	Higher regional growth and even more aggressive PnR improvements to handle very large events like Olympics.	+40%	15%	<div>+</div> Deer Valley +1,970 parking spaces. <div>+</div> The Canyons +1,840 parking spaces. <div>🏠</div> High growth and mode shift adjustments to represent Olympics or another very large-scale, multi-day event.

The total PnR demand impact for each scenario varies. Figure 29 below shows the total Summit County parking supply and demand in these scenarios based on the assumptions described above. This figure includes the existing and projected PnR capacity along with parking in Old Town and selected ski resorts.

The total surplus/deficit for the parking system is also depicted in aggregate in Figure 29. Additional assumptions regarding future supply/demand impacts to the SR-224 and SR-248 corridors was also calculated and used to inform the preferred strategies related to PnR facility location and general capacity.

Note that any projected deficits shown on Figure 30, might be address by expanded PnR capacity, though adding capacity elsewhere within the system (at ski resorts or Old Town) would also reduce the projected need.

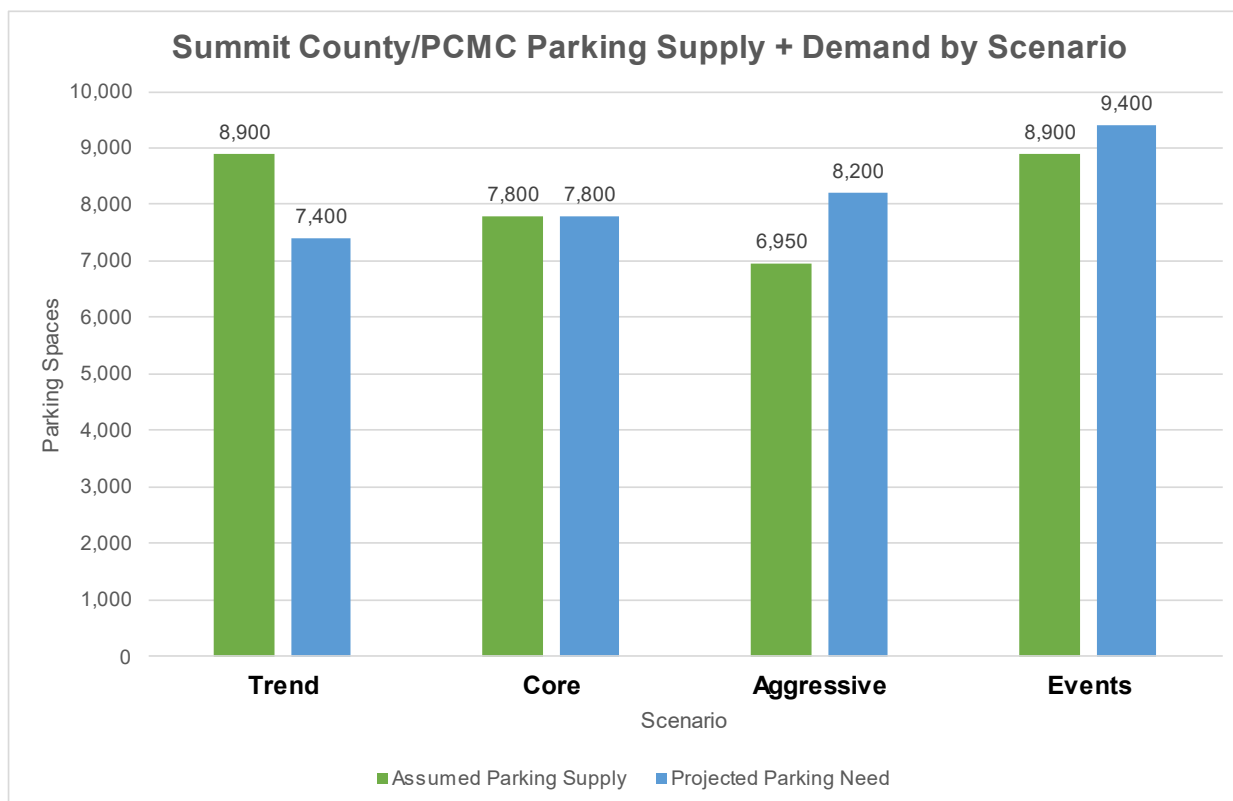


Figure 29: Park City-Area Parking Supply + Demand by Scenario

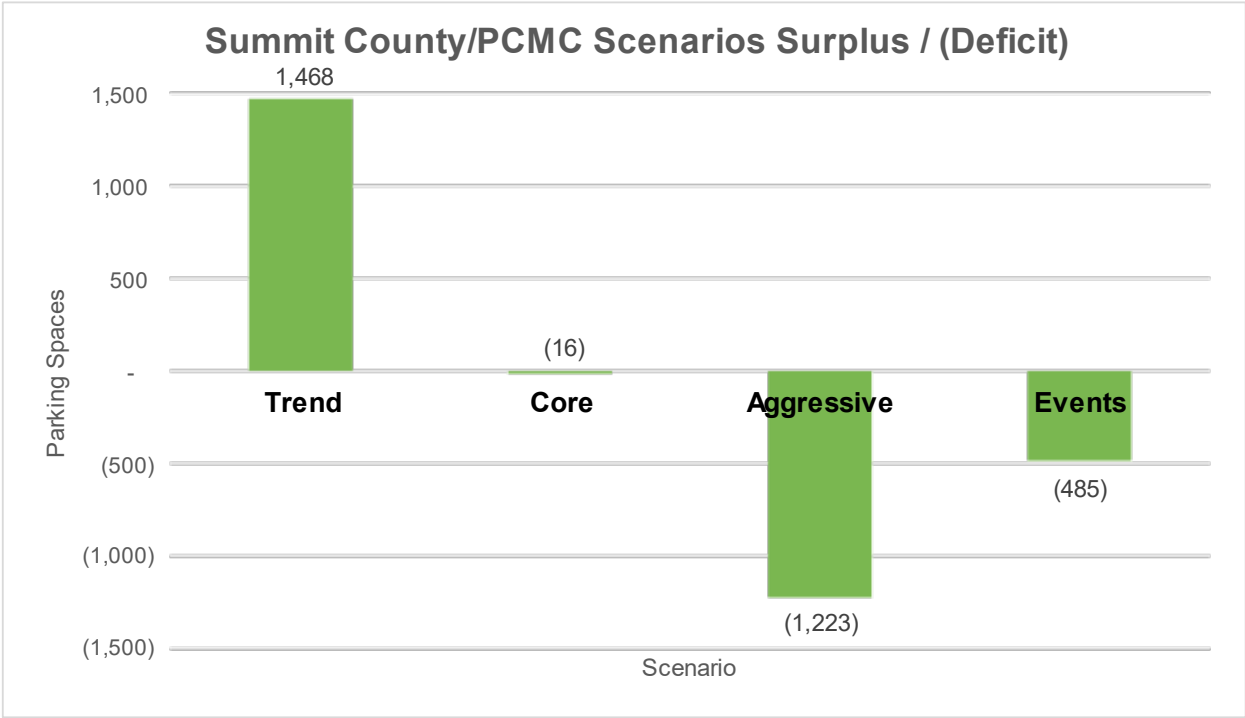


Figure 30: Total System Parking Supply/Demand Projection

PnR System Organization and Facility Location

The Summit County PnR system has an existing capacity of 1,205 stalls, as detailed in the Existing Conditions section of this report; this capacity is projected to be able to meet the 15-year demand for parking if only background growth is assumed. For the Core, Aggressive, and Events scenarios, which assume some disruption of current supplies and/or additional growth in demand, this analysis projects potential system deficits of roughly 16 to 1,200+ parking stalls.

Summit County, Park City, and their partner organizations are interested in considering expansion and consolidation options that reinforce the findings of this planning effort's stakeholder outreach, conditions analysis, and future needs assessment to ensure the system meets user expectations and regional transportation goals for years to come.



Options for Consideration

The following is a list of the most feasible and potentially advantageous PnR supply expansion and consolidation options for the regional Summit County system. This list, which is in no particular order, is based on findings from this analysis, engagement with PCMC and County officials, and input from the stakeholder focus groups.

Table 7: Primary Summit County Regional PnR Expansion Options

Option	Description	Estimated Parking Capacity	Stakeholder Priority Execution				Estimated OOM Capital + Operations Cost
			Convenient Gateway Location	Nearby Amenities ²	Potential for Transit Service ³	Existing Infrastructure / Parcel	
1	Expand Kimball Junction PnR	270-330	HIGH	HIGH	HIGH	✓	\$\$\$
2	Build a new PnR lot in Quinn's Junction area	300+	HIGH	MEDIUM	MEDIUM	X	\$\$
3	Establish a long-term parking lease agreement with an existing Salt Lake City-area PnR near I-80 OR Build a new permanent Salt Lake City-area PnR near I-80 to replace the existing short-term lease lot	245-275	MEDIUM	HIGH	LOW	✓	\$-\$\$\$
4	Build a new PnR at the Cline Dahle property on Rasmussen Rd south of the Jeremy Ranch PnR	400-500	LOW	LOW	MEDIUM	✓	\$\$
5	Work with Wasatch County to build a PnR in central Heber City	100-120	MEDIUM	MEDIUM	LOW	TBD	\$\$
6	Establish a group of neighborhood PnR locations to supplement the core PnR network	10-15 x 10-15 ¹	MEDIUM	MEDIUM	LOW	✓	\$
7	Consolidate PnRs on the I-80 corridor with a large parking structure at Kimball Junction; repurpose Ecker Hill and Jeremy Ranch PnRs	1,000-1,200	HIGH	HIGH	HIGH	✓	\$\$\$\$

¹ Assumes 10-15 sites with an average 10-15-space capacity. ² Groceries, stores, restaurants, etc. ³ Low service = partial day, medium service = all day, high service = BRT.

Some of these options would necessarily replace existing parking, such as in the case of Option 1 where a garage would replace the small surface lot at Kimball Junction Transit Center. Other options would likely replace existing PnR lots, as is the case with Option 4 being so closely located to the small Jeremy Ranch lot.

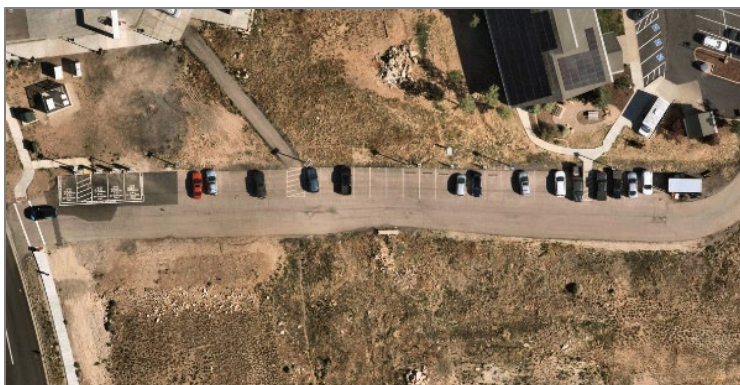
Options 1, Option 3, and Option 6 are the most supportive of user priorities based on feedback from the stakeholder focus groups meetings.

System Typologies

Regional PnR systems broadly fall into three typological categories—distributed, hybrid, and consolidated. These three categories are described below with some of their advantages and disadvantages.

- ▲ **Distributed systems** have many small PnR lots along key corridors. The present-day Summit County PnR system has characteristics of a distributed system. Distributed systems can work well at the neighborhood scale to allow convenient locations for many different local user groups. However, high-quality transit service is more difficult to operate because the number of buses and driver and mechanic labor hours increase.
- ▲ **Consolidated systems** have fewer, often larger PnR facilities along corridors and at key gateway locations. These facilities may be more visible and easier to promote through a combination of dynamic signage and advertising. Consolidated systems can be better served by high frequency transit, but also require more land and capital investment, sometimes in the form of parking garages.
- ▲ **Hybrid systems** show characteristics of both distributed and consolidated systems that are unique to their specific roadway access networks.

Applying the list of potential facility options from the previous page, the County and City have could pursue a number of different approaches, including a more distributed approach or moving toward a hybrid or consolidated model.



More, smaller lots (Kimball Junction)



Fewer, larger lots (Richardson Flat)

Distributed System

- Pursue Option 2, 4, and 5 and position the PnR system to function with a highly distributed approach similar to the Roaring Fork Valley/Roaring Fork Transportation Authority's PnR system around Aspen, Colorado.
- Consider purchase of more small parcels to expand system over time.

Hybrid System

- Pursue Option 1 and Option 3; support Option 5.
- Consider Option 2 to improve PnR location convenience on the S.R. 248 access corridor.
- Consider public support for Option 6; determine whether a centrally managed or peer-managed approach is more appropriate.

Consolidated System

- Pursue Option 7 and sell or repurpose other PnR lots.
- Consider Option 2 to replace Richardson Flat.

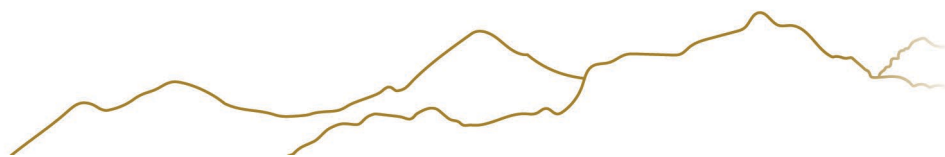
Figure 31: Summit County PnR System Typological Approaches

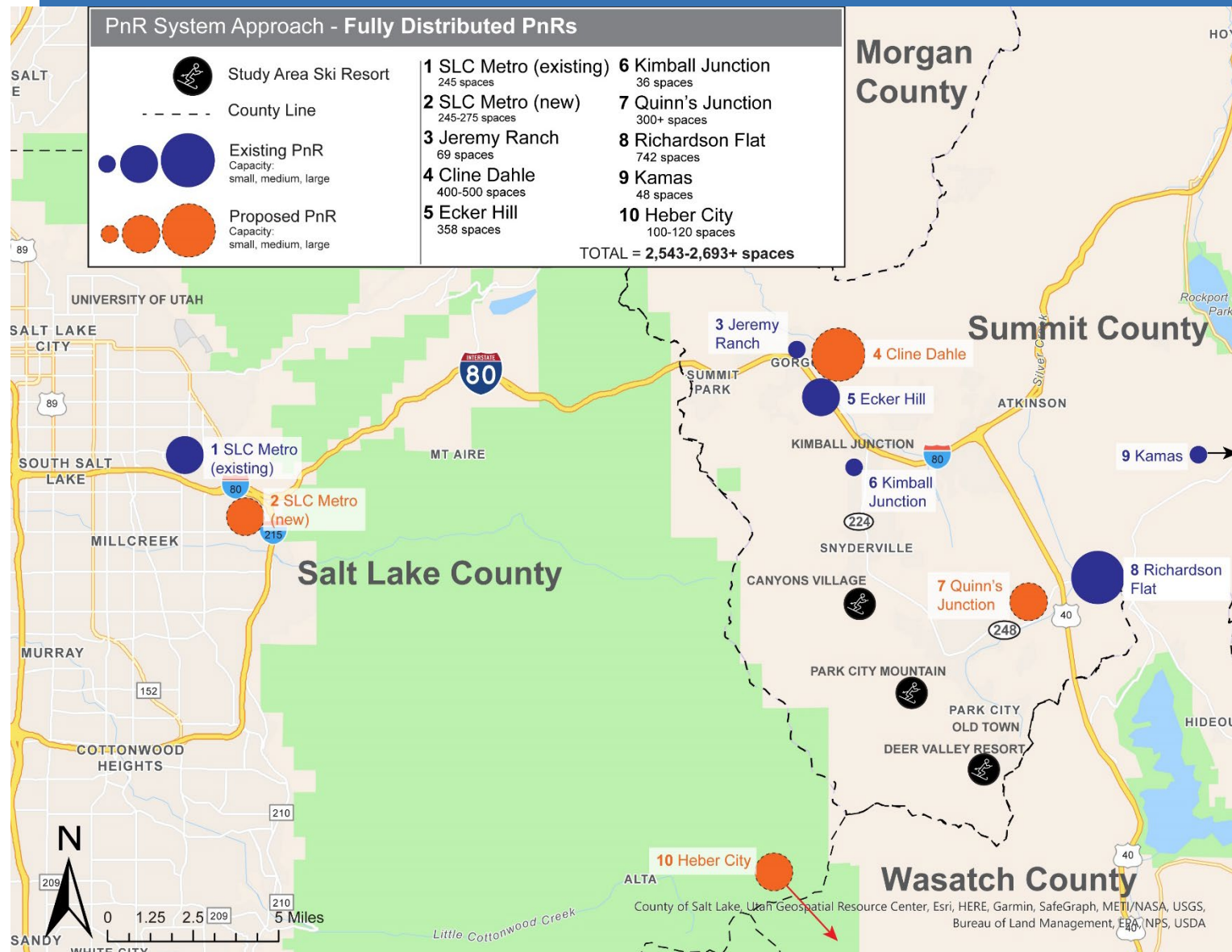
Overall Recommendation-Based Stakeholder Priorities

The stakeholder engagement component of this assessment identified a public desire for a hybrid system that focuses resources on convenient gateway locations (Kimball Junction, Richardson Flat) while being able to expand to adapt to special event conditions as needed.

The three map figures below depict the different typological approaches in the Park City context and outline three typological operational approaches for the future PnR system. *The preferred system – the Hybrid option -- is shown as the last map.*

A majority of the public survey respondents also expressed a desire for the PnR system to focus on gateway locations like Kimball Junction and Richardson Flat, which offer general location convenience, better options for daily decision making, and the opportunity for more frequent transit service with finite transit agency resources. DMS (dynamic messaging system) signage and wayfinding resources should be focused on all locations to encourage usage amongst regional visitors while acknowledging that gateway lots will be the most desirable for the average driver.





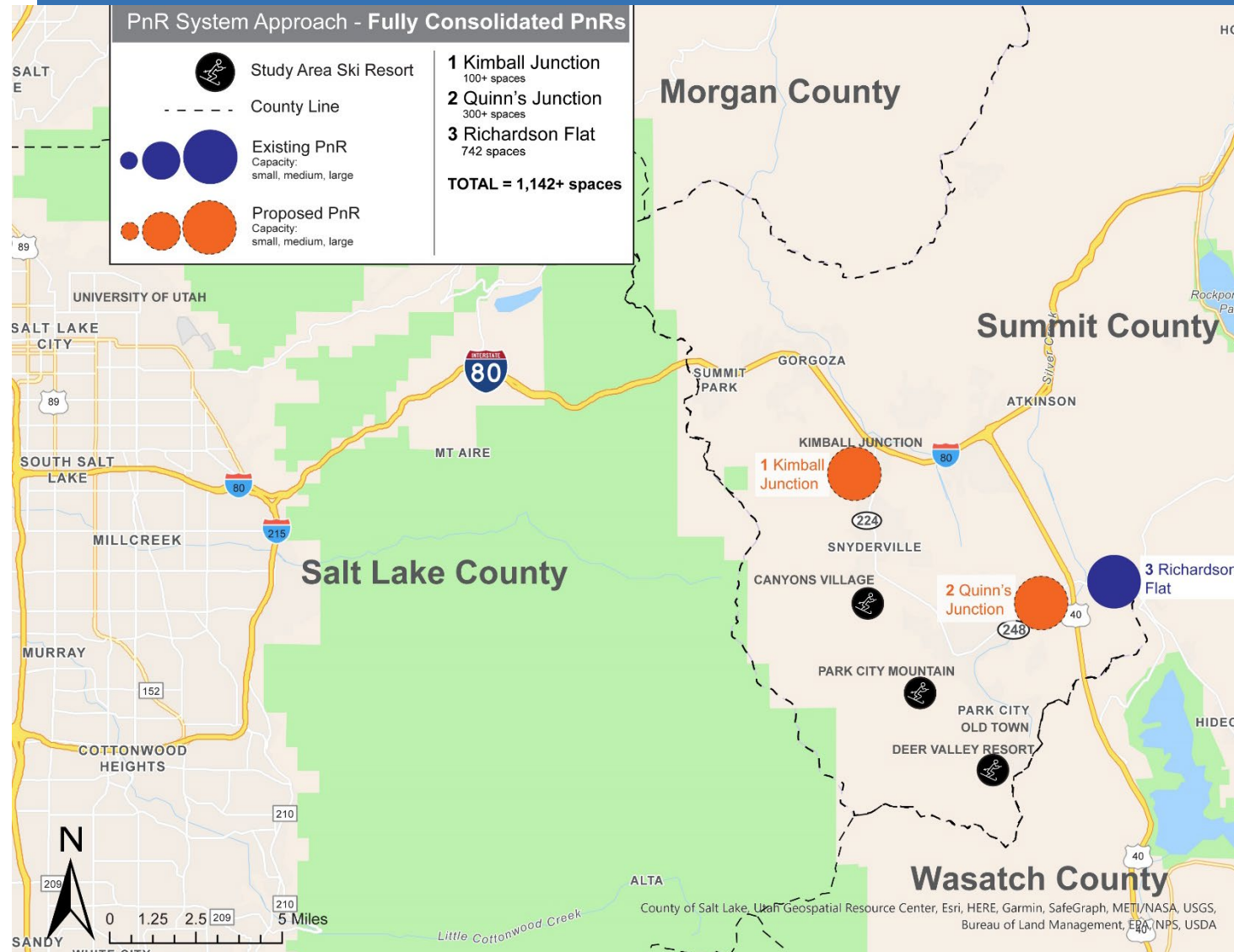


Figure 33: "Consolidated" Regional PnR System

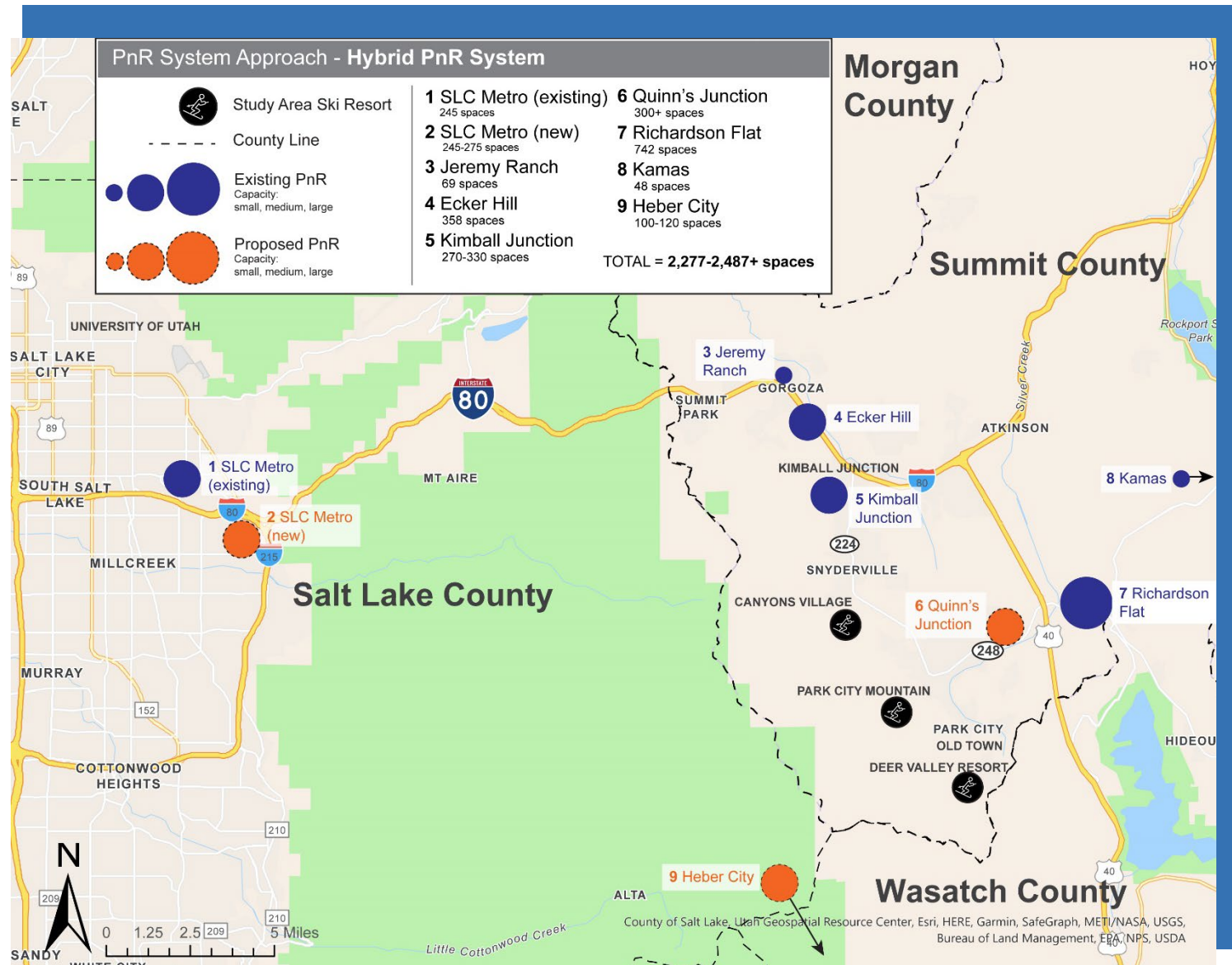


Figure 34: "Hybrid" Regional PnR System

During peak ski season, and special event days in particular, the Hybrid System organizes the regional PnRs into 1. priority, 2. secondary, and 3. overflow lots with corresponding transit level of service and real-time highway DMS prioritization.

The hybrid PnR system approach presents a more adaptable and streamlined method for directing drivers to use the PnR lots depending on the traffic and key destination conditions on a given day when compared to the other configurations. By focusing on gateway, distributed, and overflow lots, this improved organizational method achieves the identified PnR system goal of providing more location convenience throughout the system. Better location convenience is a key component of the 10% PnR improvements target defined in this report.

Location Conclusions

The fully Distributed System is generally unsuitable for the **multi-access** Park City area that must adapt to off-season, peak season, and special events on an annual basis. Though there is some benefit to providing convenient park-and-rides at the neighborhood level, maintaining multiple smaller locations is more difficult to service effectively via high-quality transit and advertise via dynamic signage (communicating parking availability, etc.).

Likewise, the fully Consolidated System is comparatively inflexible, especially during special events when visitors are coming from **many origins** at an especially high rate and **road accesses become stressed**. Additionally, the long-term, multimodal-focused area plan for Kimball Junction may not be compatible with the size garage needed to complete replace the need for other overflow facilities for at least several sites along the I-80 corridor.

Ultimately, the Hybrid System is a more nuanced system planning approach that refines the current system, **balances community and regional wants and needs with existing County and PCMC resources and adapts to special event demands**.

Key Improvements and Amenities

Over the course of the study, the project team collected a significant amount of feedback related to the PnR system amenities and features that would provide the greatest impact in terms of potential usage. We structured our discussions around amenities that would attract potential users (i.e., patrons that had an interest in using the PnR system or using it more frequently).

The need for more system services like dynamic highway signage are the cornerstone of this assessment's findings. This type of improvement is highly complementary to a hybrid parking system approach that is recommended for the PnR system's long-term planning horizon. Convenient PnR lot placement with sufficient capacity, highway signage that advertises the PnRs and helps drivers with wayfinding, and an adaptable network of secondary and special event lots to manage peak seasonal demand are high-impact strategies that fill service quality gaps indicated in the public outreach efforts and engagement with officials.

Marketing and technology-based strategies are supportive of these core improvements. Other station-level amenities and neighborhood connectivity improvements further support the overall system.

For new construction and expansion of park and rides, stakeholders favored the incorporation of amenities including permanent restrooms, heated seating and bus shelters, and racks for recreational equipment (skis/snowboards/bicycles). Any significant upgrades, such as bus shelters and restrooms, should incorporate design standards and material selection in alignment with Summit County and Park City sustainability goals (i.e. Energy efficient technologies, low water use, etc).

Table 8 below is a compilation of appropriate and effective PnR improvement strategies derived from this analysis and stakeholder engagement that complement the hybrid PnR operations approach.

Under each category, the recommended improvements and amenities are indicated, with the prioritization listed from high to low.

A more detailed assessment of the stakeholder feedback received, including focus group feedback and the public survey, is provided in the appendix section.

Table 8: PnR Improvement Strategies Summary

STRATEGY	DESCRIPTION	ESTIMATED MOBILITY IMPACT		
COMFORT & SAFETY				
STATION AMENITIES				
Real-Time Route Information	Digital signage installed at PnR bus stops that communicates real-time bus arrival information without a smartphone.	LOW	MEDIUM	HIGH
Station Seating & Recreational Equipment Racks	Benches and ski/snowboard equipment racks installed at PnR bus stops for use by waiting bus riders.	LOW	MEDIUM	HIGH
Station Heating	Occupancy-sensing heating elements installed in bus shelters for waiting bus riders.	LOW	MEDIUM	HIGH
Permanent Restrooms	Permanent restrooms on-site at established, long-term PnR lots.	LOW	MEDIUM	HIGH
Special Event Ambassadors	Ambassadors stationed on-site at PnRs to represent Park City and direct riders with concierge-style assistance.	LOW	MEDIUM	HIGH
EV Charging	More EV charging spaces at PnRs to serve users. Consider fast charging technology and consistent enforcement to ensure optimal vehicle turnover.	LOW	MEDIUM	HIGH
Dark Sky-Friendly Lighting	Increased (dark sky-compliant) lighting throughout PnR lots to cater to early-morning users.	LOW	MEDIUM	HIGH
Emergency Call Boxes	Universal emergency call boxes to increase user perceptions of safety and deter crime.	LOW	MEDIUM	HIGH
Bilingual Signage	Universal parking/transit/wayfinding signage in English and Spanish to better accommodate the multilingual population.	LOW	MEDIUM	HIGH
TRIP PLANNING				
PnR Express Bus Routes	Expanded network of express HVT and PCT bus routes that directly connect PnRs to resorts (like the 7 Brown and 8 Grey).	LOW	MEDIUM	HIGH
Improved SLC to PC Transit Connection through KJ	Work with regional transit partners to explore: 1) Establish more direct transit connection from SLC Airport and UofU to Park City; 2) Prioritize stop at Kimball Junction instead of Jeremy Ranch; 3) Consider terminating in Old Town or key Park City resort destinations.	LOW	MEDIUM	HIGH
Integrated Transit Planning Apps	Coordination with third-party transit app providers (Transit App, Moovit) to expand trip planning options across transit agencies.	LOW	MEDIUM	HIGH
COMMUNICATIONS & POLICIES				
MARKETING				
"Free PnRs" Campaign	Strategically promote the cost savings of PnRs compared to parking alternatives in marketing materials.	LOW	MEDIUM	HIGH
PnR Website	Consolidate PnR information on a catch-all PnR website that all area resorts and employers can use.	LOW	MEDIUM	HIGH
PnR System Mission Statement	Unite service providers and public officials around a regional PnR system mission statement that is displayed on the PnR website.	LOW	MEDIUM	HIGH

STRATEGY	DESCRIPTION	ESTIMATED SYSTEM IMPACT
STATUS UPDATES		
Highway Corridor DMS	Dynamic message signs at strategic locations along I-80 and U.S. 40 to advertise and direct drivers to available PnRs.	LOW MEDIUM HIGH
PnR Web Dashboard	Website dashboard displaying real-time PnR occupancies for trip planning purposes; also entails installing entry-exit sensors that would be useful for other routine data collection purposes.	LOW MEDIUM HIGH
REGULATIONS		
Explore Seasonal Overnight Parking	Coordinate with hotels and survey visitors to understand the market for seasonal overnight parking at select PnRs.	LOW MEDIUM HIGH
PLACEMAKING & CONVENIENCE		
ON-SITE AMENITIES		
Coffee/Snack Kiosks	Seasonal food and beverage kiosks for use by riders waiting at the stops.	LOW MEDIUM HIGH
Pop-Up Events	Seasonal entertainment (music, performances, etc.) to activate the scene at PnRs.	LOW MEDIUM HIGH
Public Art & Beautification	Local art and landscaping that improves public perceptions of the lots.	LOW MEDIUM HIGH
NEARBY AMENITIES		
Grocery Stores	Encourage and attract grocery stores and other daily services to the PnR areas through zoning and housing policies.	LOW MEDIUM HIGH
Gas Stations	Encourage new gas station locations near existing and new PnRs to provide users with complementary services.	LOW MEDIUM HIGH
MULTIMODAL CONNECTIONS		
Summit Bike Share	Expand Summit Bike Share locations near PnRs for first-last mile connections.	LOW MEDIUM HIGH
Multi-Use Trail Connections	Include PnRs in existing and new multi-use trail planning to improve PnR integration into the multi-modal transportation network.	LOW MEDIUM HIGH
Wayfinding Signage	Install wayfinding signage at PnRs to promote nearby destinations and integrate the PnRs into the wider neighborhood.	LOW MEDIUM HIGH

WRAP-UP

This project effort, consisting of public outreach and stakeholder focus groups, an existing conditions assessment, a future needs projection model, and a future system planning and policy assessment, culminated in a suite of viable and actionable steps Summit County, PCMC, and partner organizations can take in the next 10-15 years to position the Summit County PnR system to meet future demand.

Table 8 on the previous page displays the menu of recommended PnR system enhancement options derived from extensive public feedback and discussion and the Existing Conditions Assessment contained in this report.

Kimley-Horn recommends that the County and PCMC reconvene this long-term PnR planning exercise at a minimum of 5-year intervals. This approach has several notable benefits:



Provide an opportunity to iterate existing PnR demand projection methodology with new data and best practices within the planning horizon rather than after its conclusion



Invite more public feedback as an interim assessment tool



Open up discussions about long-term transportation planning project implications for very large special events like the Winter Olympics with the opportunity to revise initiatives as needed

As this assessment has illustrated, Summit County possesses a strong structure on which to plan and build an even more successful regional PnR system that improves transportation options for visitors, workers, and residents and elevates regional quality of life and tourist amenities.

See the following Appendix for supporting tables and figures as well as an in-depth Public Engagement Summary.

Regional PnR Action Summary

1. Validate and pursue a hybrid regional PnR system: Develop medium-sized PnR lots at Kimball Junction (Option 1 garage) and S.R. 248 (Option 2 Quinn's Junction lot). Establish long-term SLC capture lot agreements.

2. Work with regional partners (SLC, Wasatch County, Utah County, UDOT, etc.) to identify suitable location for highway dynamic messaging sign locations.

3. Establish semi-annual intervals for collecting parking occupancies at PnRs and Old Town parking areas to continually monitor usage rates.

4. Revise this assessment and plan every 5 years to ensure the PnR system is developing in the best interest of the County and its many stakeholders.

5. Work with Heber City officials and Wasatch County to identify a suitable central Heber City PnR location.

6. Evaluate neighborhood PnR locations in public and commercial area in Park City proper to support local resident transit network access needs. Discuss payment expectations with property owners.

7. Prioritize the "high impact" parking and mobility improvement strategies identified in this report:
 - Install Real-Time Route Information Signage at PnR bus stops
 - Install Bus Stop Seating & Recreational Equipment Racks
 - Install Bus Stop Heating
 - Install Permanent Bus Stop Restrooms
 - Establish Express Bus Routes from all PnRs to resorts
 - Optimize the SLC-PC Bus Route for more express service at key destinations
 - Install Highway Dynamic Messaging Signage at key locations



APPENDICES



APPENDICES

Old Town Observed Parking Occupancy Counts

Off-Season - 11/16/23

Lot/Garage	Inventory	Off-Season 10AM		Off-Season 4PM	
		Occupancy	Utilization	Occupancy	Utilization
China Bridge Garage	600	256	43%	272	45%
Iron Horse Garage Roof Deck	84	37	44%	63	75%
Main Street (on-street)	175	85	49%	97	55%
Bob Wells Lot	32	4	13%	11	34%
Sandridges Lots	96	24	25%	25	26%
Brewpub Lot	49	4	8%	7	14%
North Marsac Lot	57	19	33%	20	35%
Flagpole Lot	59	25	42%	40	68%
Galleria Lot	8	4	50%	4	50%
Swede Alley Lot	21	10	48%	19	90%
TOTALS	1181	468	40%	558	47%

Peak Ski Season - 12/30/23

Lot/Garage	Inventory	Peak Season 10AM		Peak Season 4PM	
		Occupancy	Utilization	Occupancy	Utilization
China Bridge Garage	600	224	37%	586	98%
Iron Horse Garage Roof Deck	84	40	48%	43	51%
Main Street (on-street)	175	151	86%	172	98%
Bob Wells Lot	32	26	81%	32	100%
Sandridges Lots	96	75	78%	25	26%
Brewpub Lot	49	23	47%	49	100%
North Marsac Lot	57	5	9%	21	37%
Flagpole Lot	59	44	75%	58	98%
Galleria Lot	8	8	100%	8	100%
Swede Alley Lot	21	20	95%	21	100%
TOTALS	1181	616	52%	1015	86%

Old Town Summer Parking Restrictions

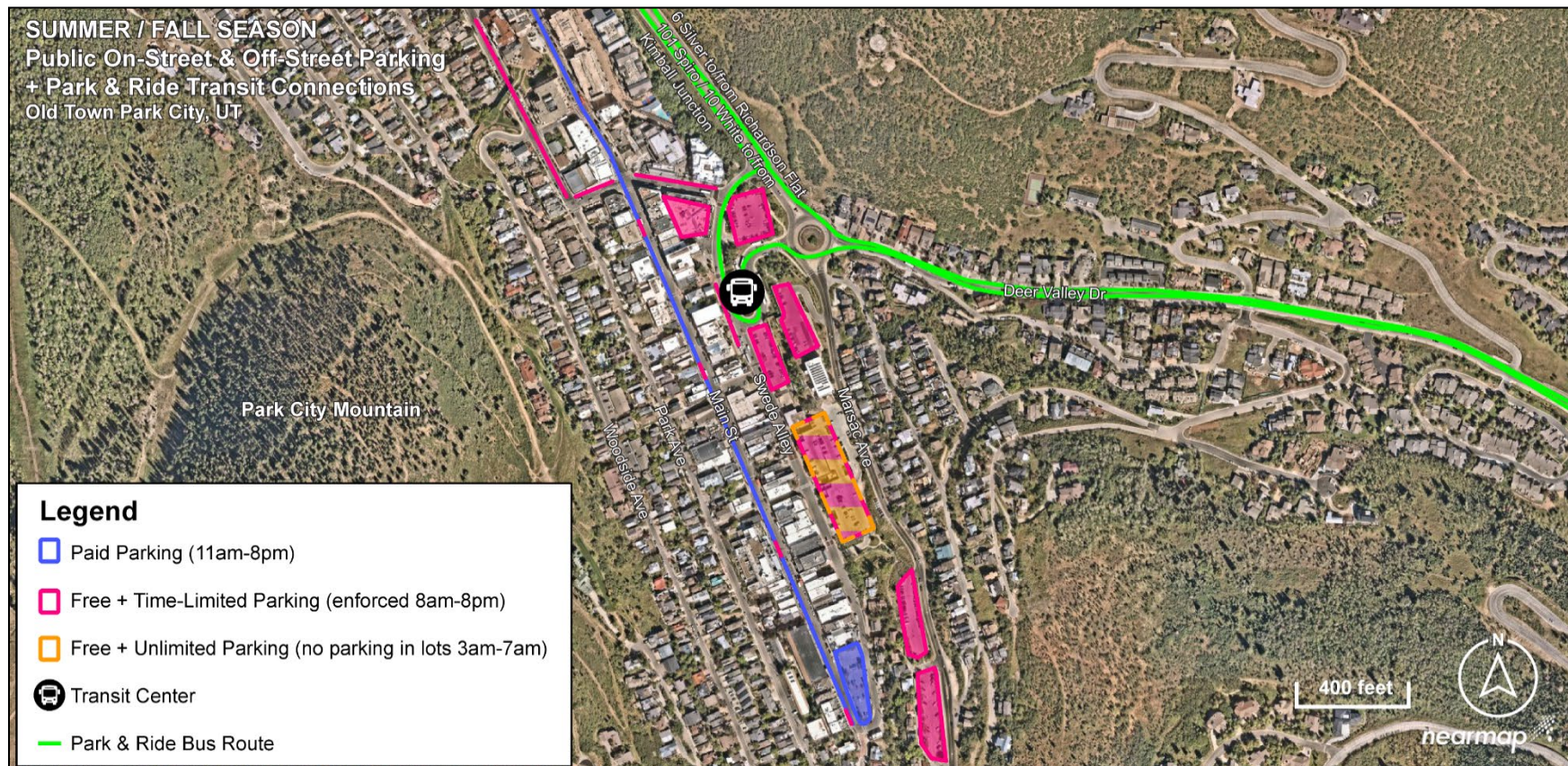


Figure 35: SUMMER / FALL Old Town Park City Parking + Regional PnR Transit Connections

Summit County PnR + Old Town Observed Peak & Off-Peak Parking Occupancies

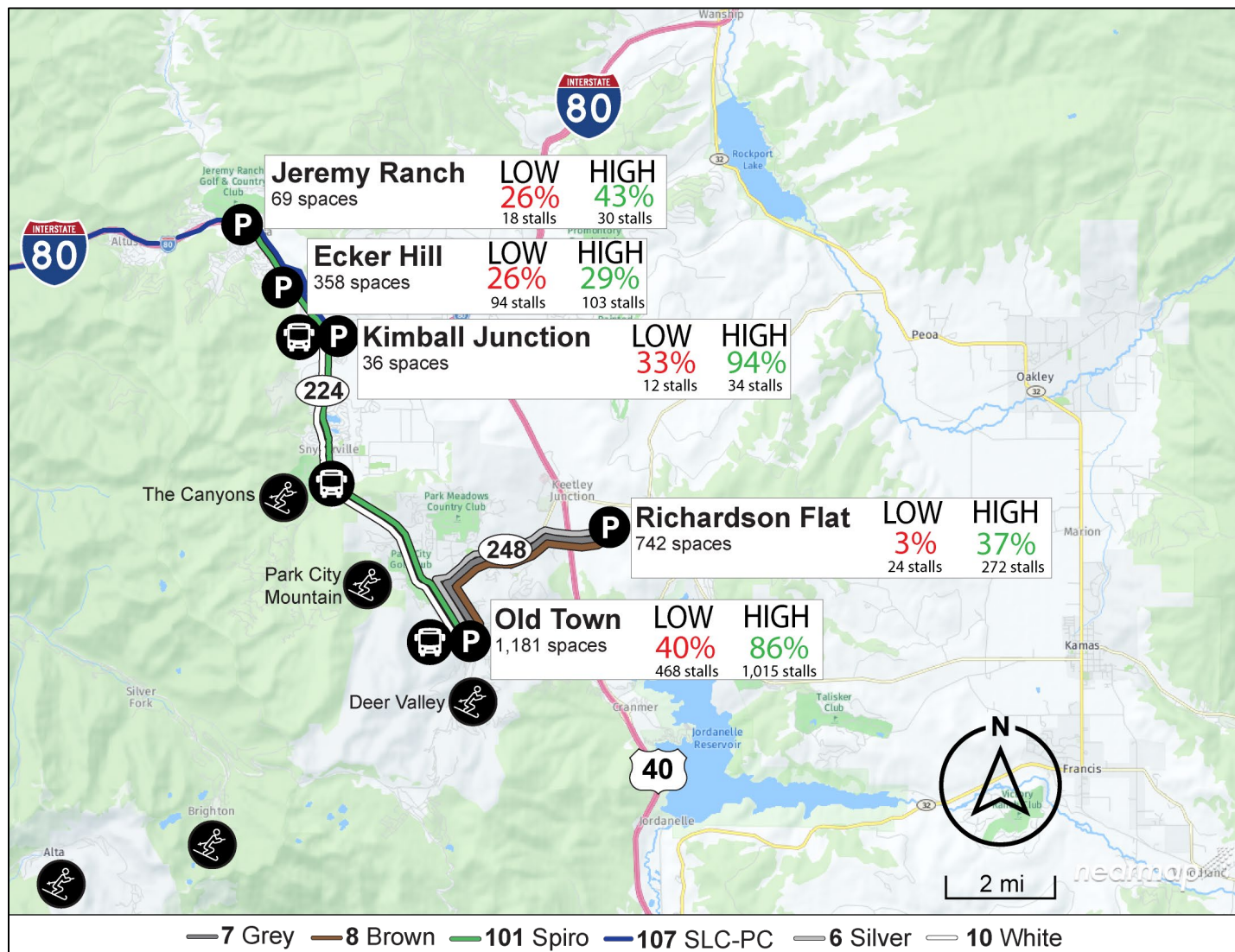


Figure 36: Peak + Off-Peak Observed Occupancies from 11/16/2023, 12/30/2023, 01/11/2024, 01/13/2024 Survey Dates

Key Transit Routes Monthly Ridership

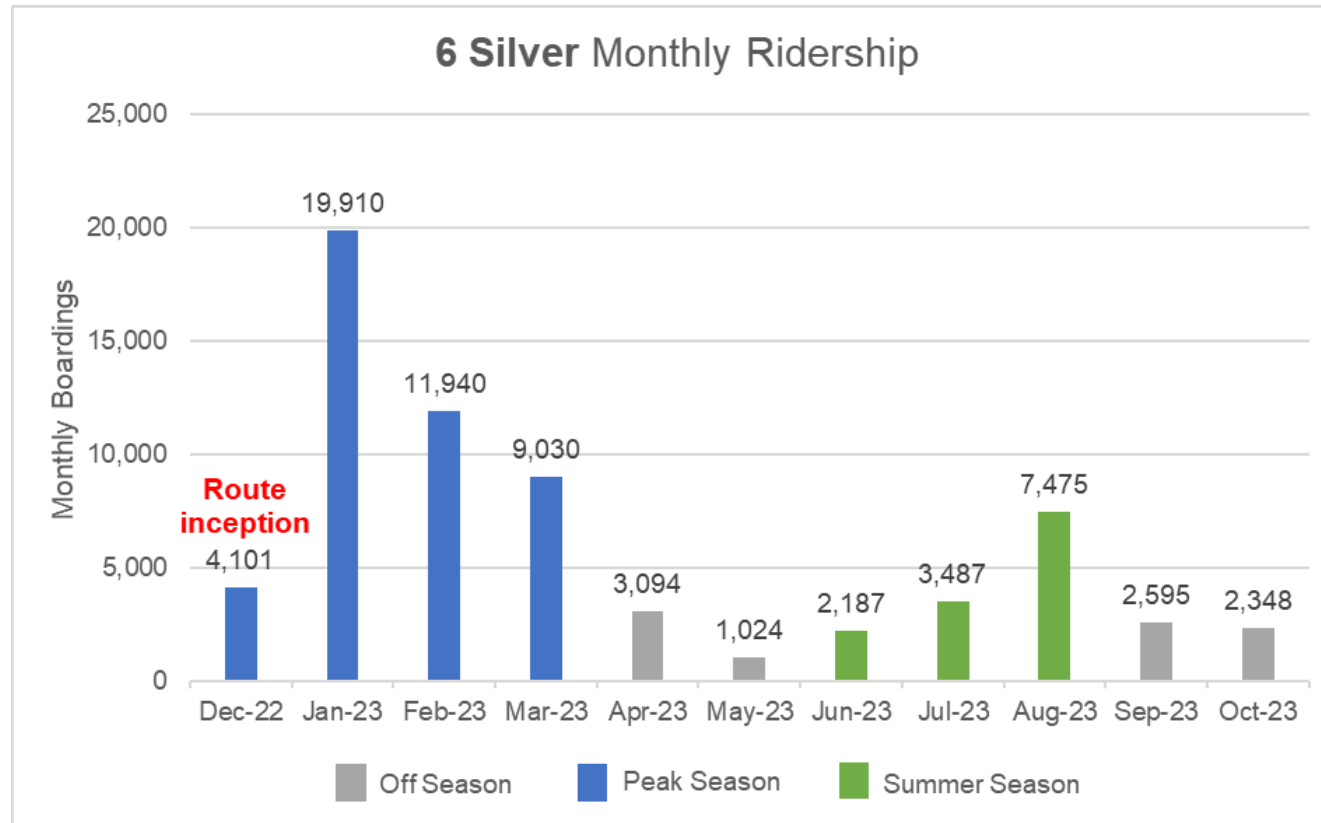


Figure 37: 6 Silver Route Monthly Ridership

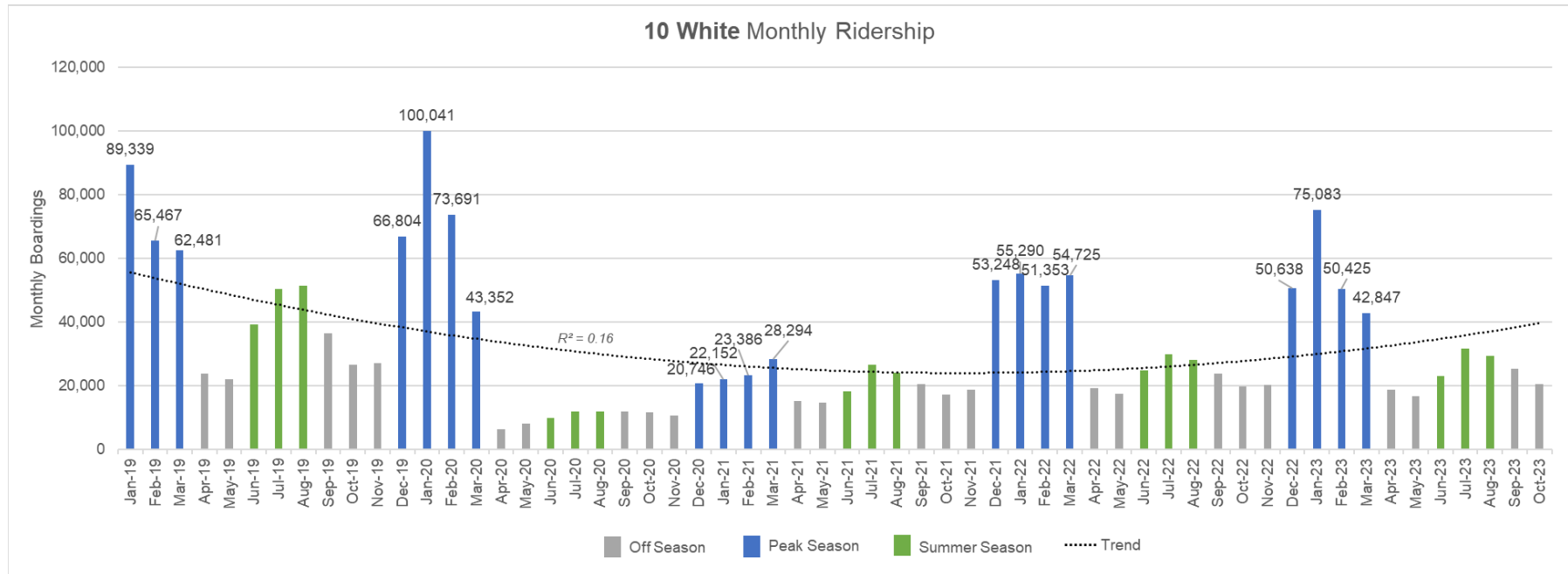


Figure 38: 10X White Route Monthly Ridership

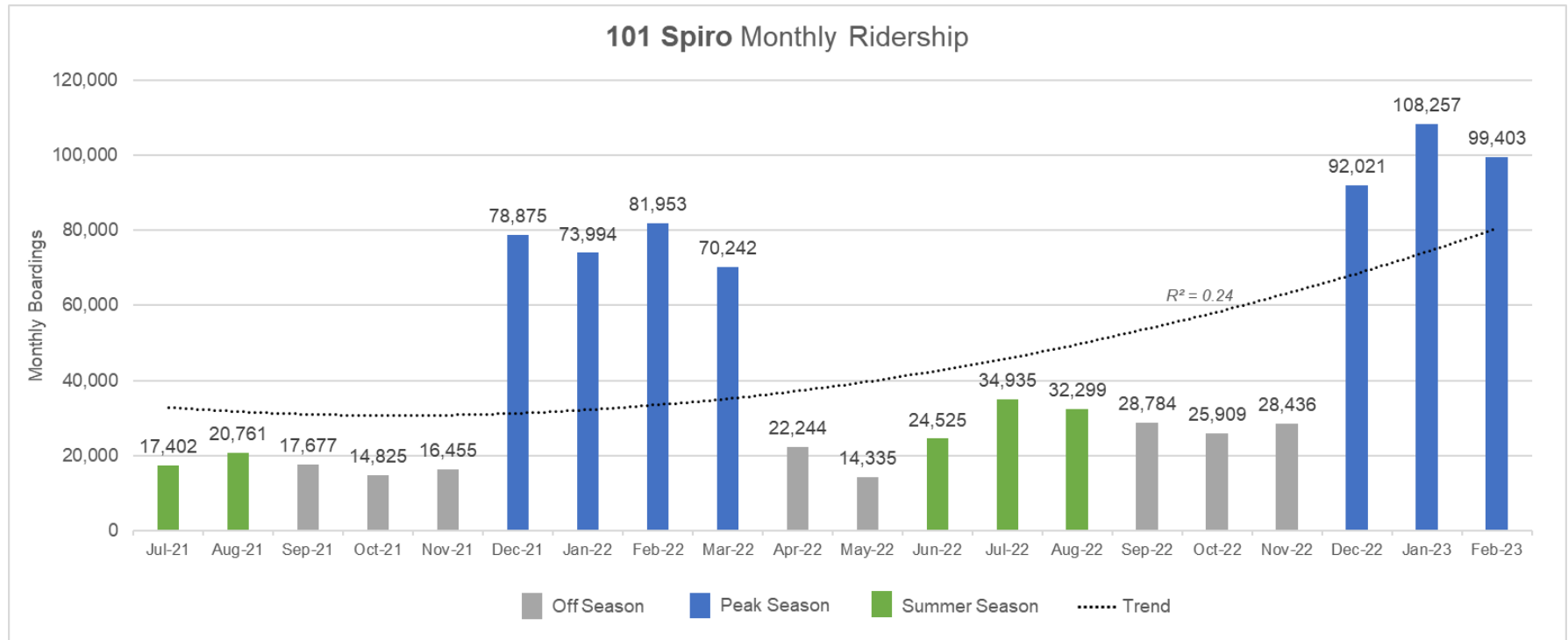


Figure 39: 101 Spiro Route Monthly Ridership

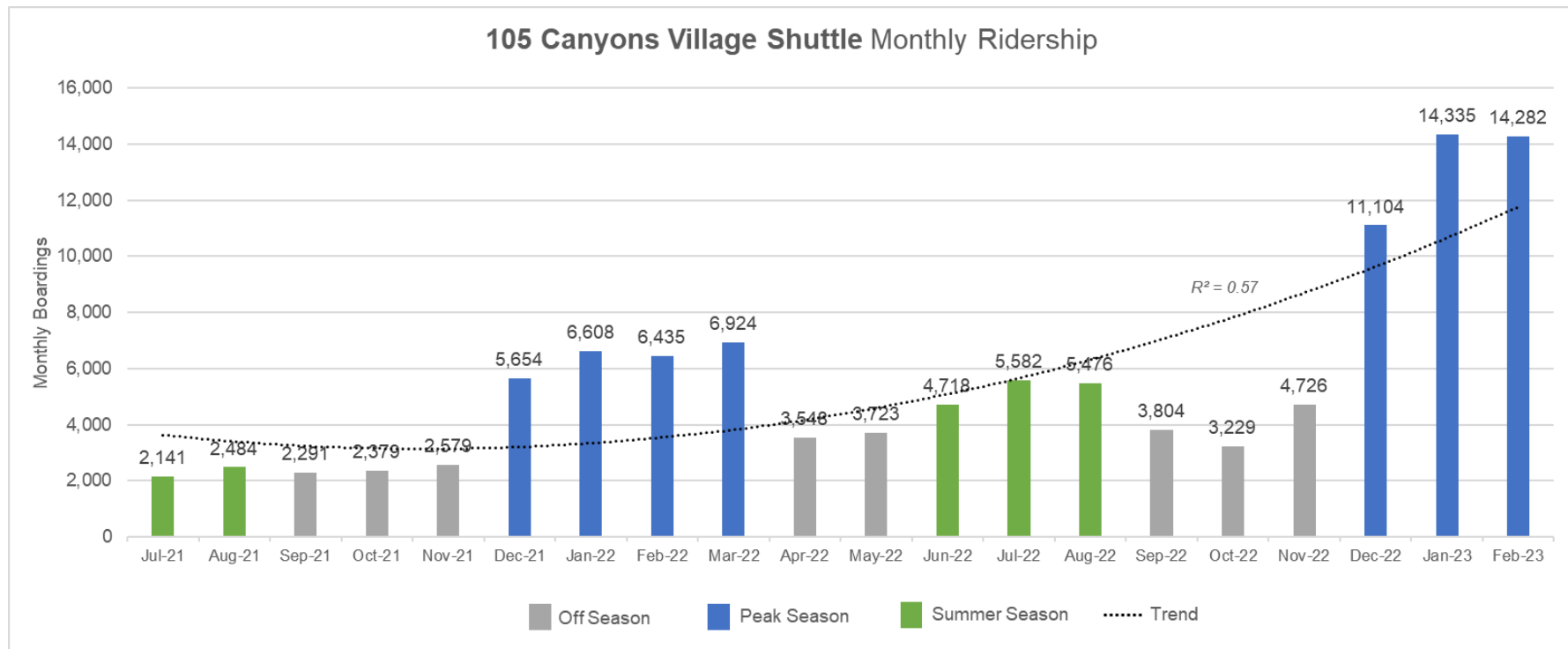


Figure 40: 105 Canyons Route Monthly Ridership

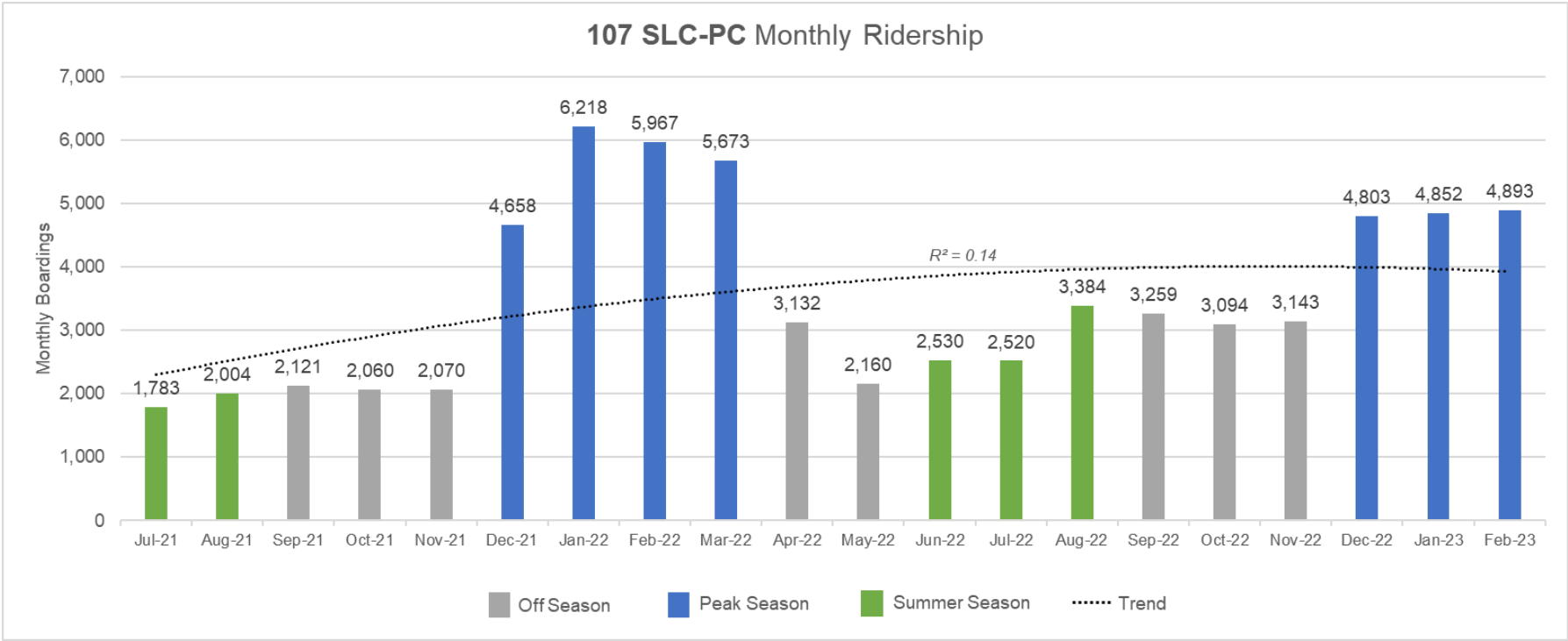


Figure 41: 107 SLC-PC Route Monthly Ridership

Population + Skier Day Growth Cumulative Yearly Projections 2025-2036

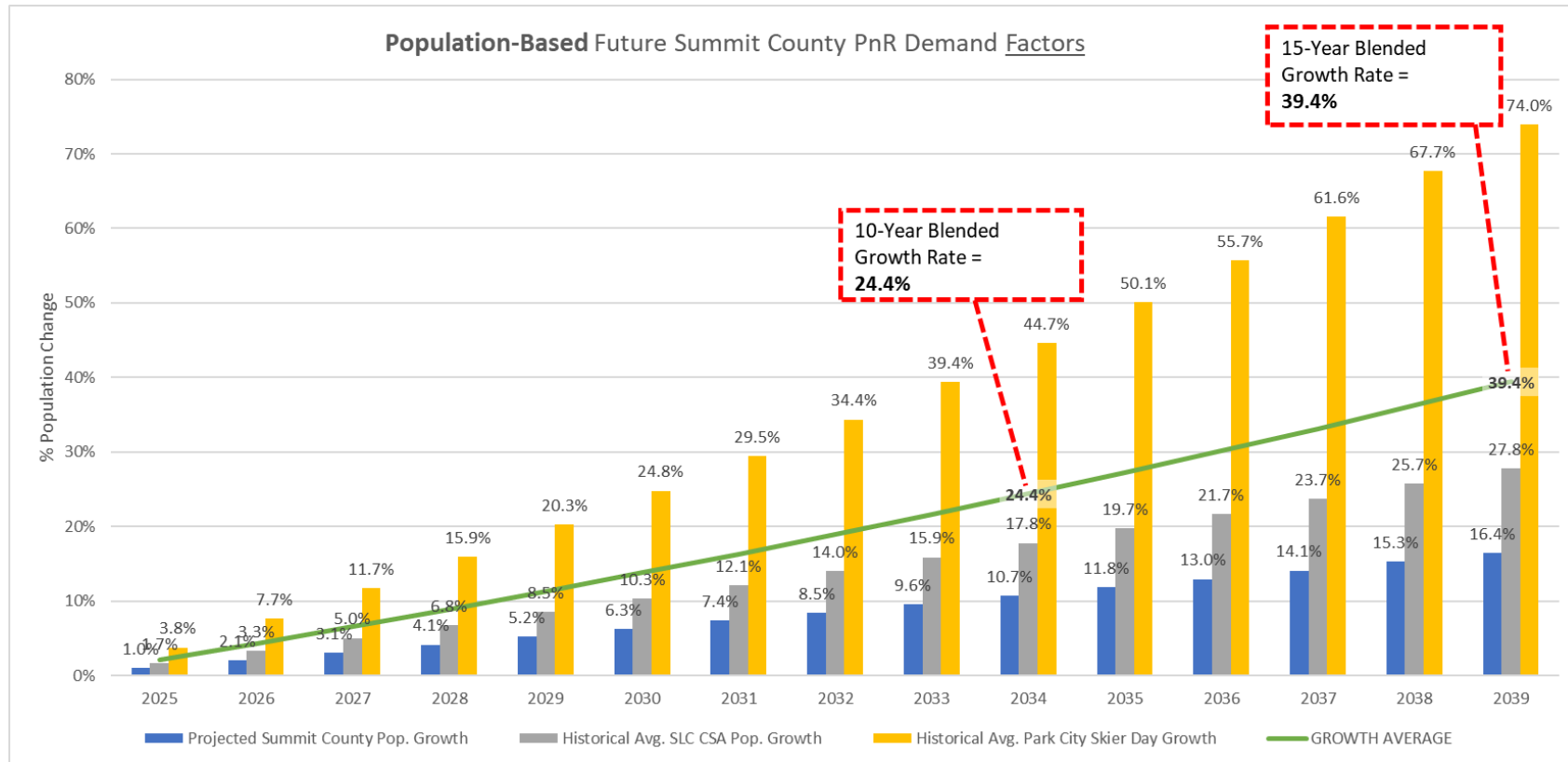


Figure 42: Population + Skier Day Growth Cumulative Yearly Projections 2025-2036

Proposed S.R. 224 BRT Alignment

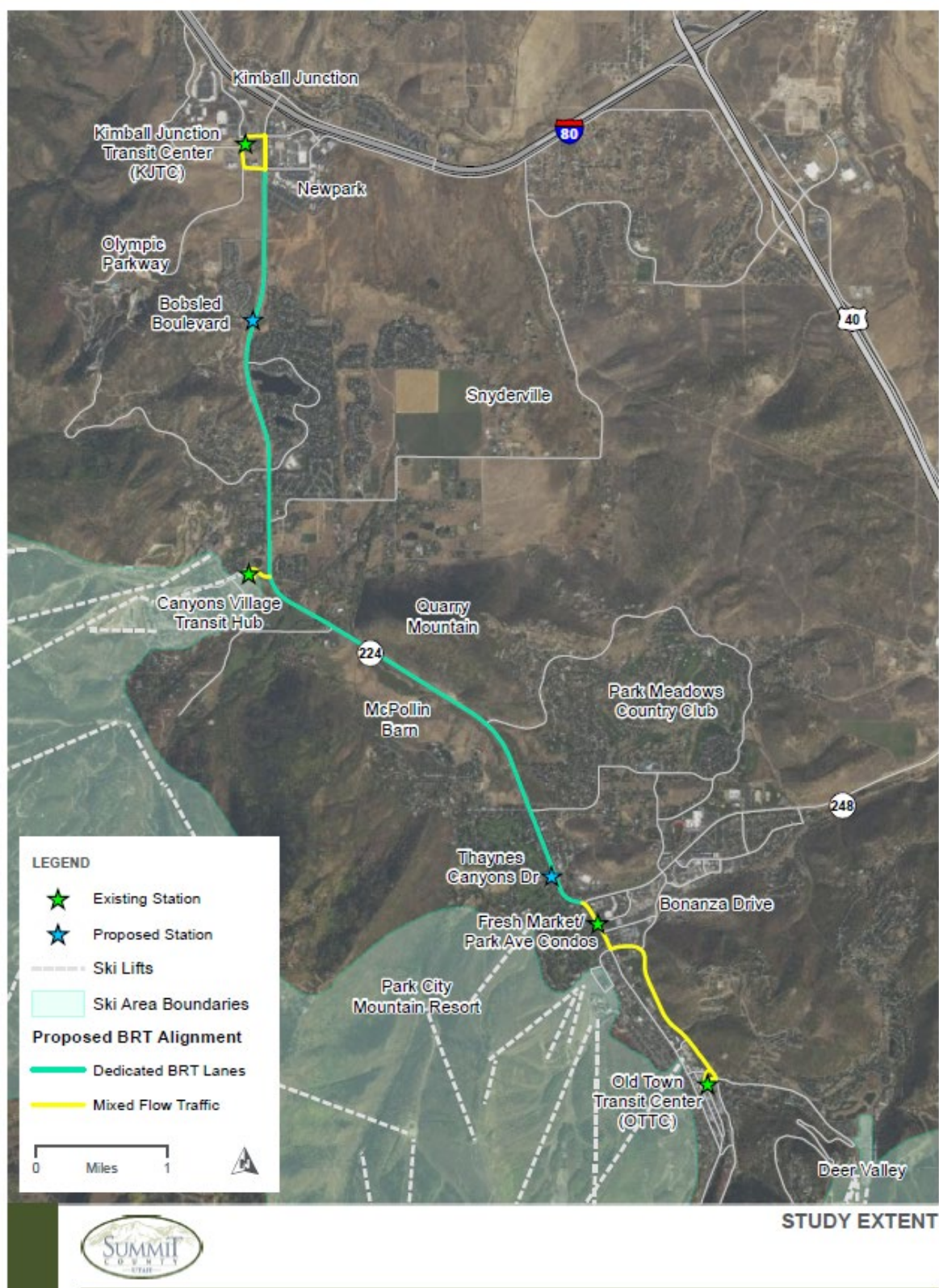


Figure 43: Proposed S.R. 224 BRT Alignment + Stations

Park City RP3 Zones

Old Town Park City Residential Parking Zones Map

Residential Parking Zones

-  Zone A
-  Zone B
-  Zone C
-  Zone D
-  Zone F
-  Zone G
-  Zone H

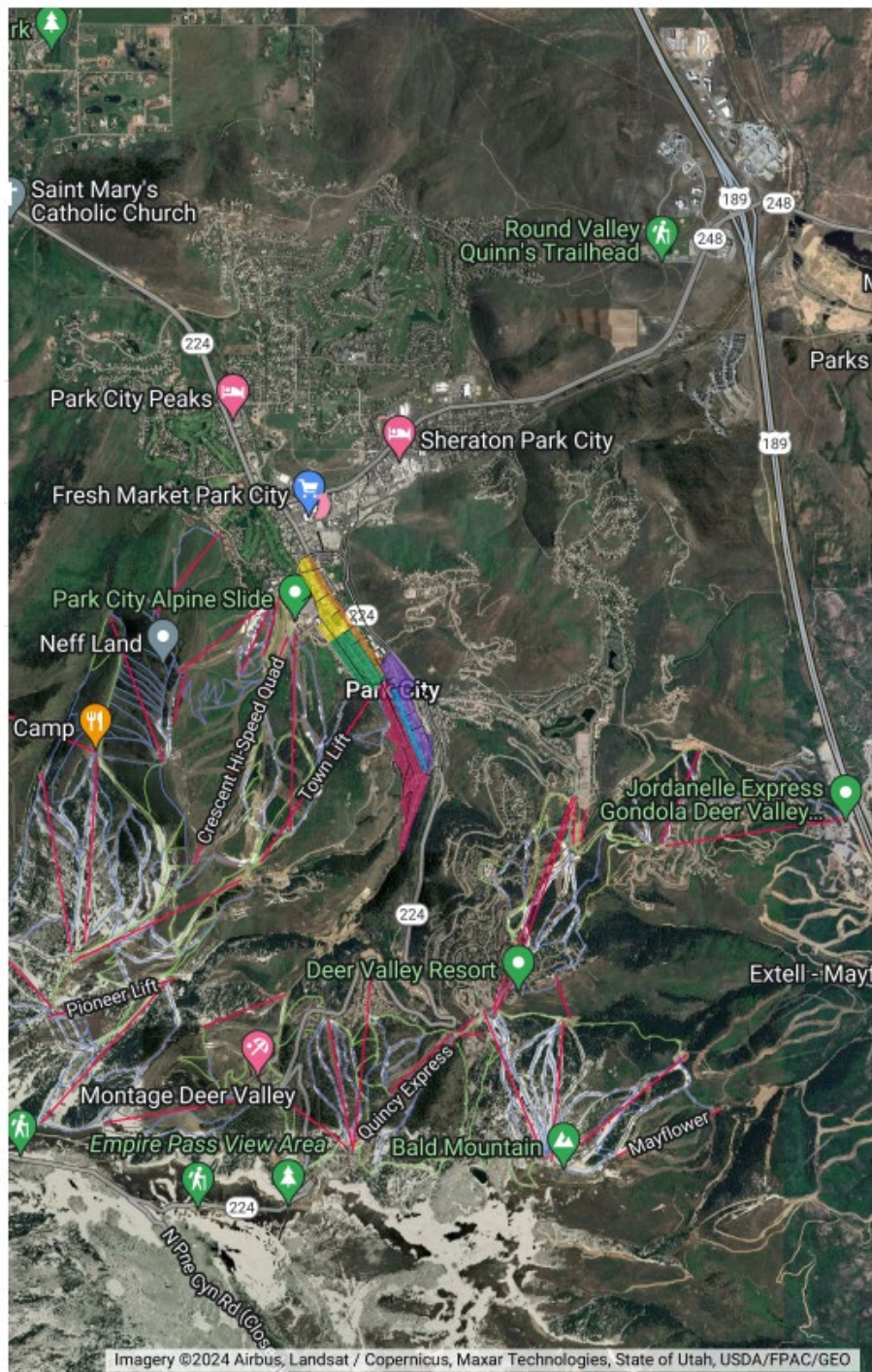


Figure 44: Park City RP3 Map

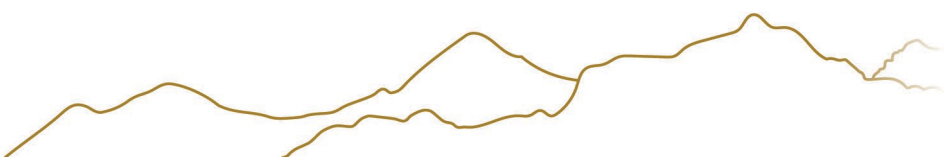
Ride On Park City Program Primary Trip Origin Zip Codes



Figure 45: Ride On Park City Most Common Trip Origins

2024 Summit County Regional Park & Ride Stakeholder Engagement Summary

See attached report.





Summit County & Park City
Regional Parking Needs
Assessment & Policy Review

**Public
Involvement
Plan & Summary**



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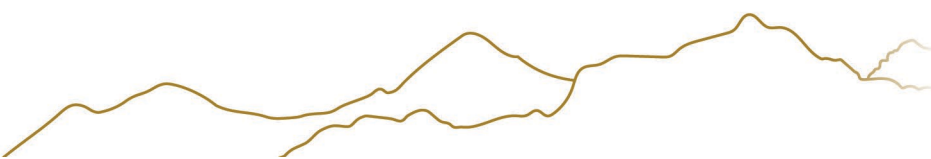
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Project Description and History

Transportation has been identified as one of the most critical areas by both Park City and Summit County leadership. Most of the workforce commutes into Park City and Kimball Junction every day, and over half of a million tourists visit annually. This traffic pattern, combined with demand from recreation and special event visitors, contributes to most of the congestion on the gateway corridors (SR 224 and SR 248).

During congested times, drivers look for alternative routes through neighborhood streets reducing the safety and comfort for active modes. While the community has several park and ride lots, a comprehensive strategy, integrated with public transit and active modes has never been identified.

This Public Involvement Plan and Summary helps to describe the approaches to various tasks that help to meet the City and County's goals.

Project Team Acknowledgements

City & County

Carl Miller, PMP, AICP CTP – Summit County Transportation Planning Director

Alex Roy – PCMC Assistant Transportation Planning Manager

Linda Jager – PCMC Community Engagement Manager

Kimley-Horn Consultant Team

Jeremiah Simpson – Consultant Project Manager

Joe Cuffari – Public Engagement Specialist

Ana Perez – Graphic Designer

Bennett Hall, AICP – Lead Analyst

Eric Sweat, P.E. – Traffic Engineer

Kayla Morris – Graphic Designer

Task 1.1: Monthly Coordination Meetings

Kimley Horn completed the following to ensure seamless collaboration:

- Organized in-person and virtual meetings with involved agencies by providing progress updates and informative reports.
- Recorded key discussion and decision points from steering committee meetings to ensure comprehensive engagement.
- Provided bimonthly project management reports that provide up-to-date monitoring of the status of project cost, cost control effectiveness, and schedule.
- Provided bimonthly telephone progress meetings with the Project Manager to communicate progress to date and the next steps to be taken.

Approach:

- Meetings were set up to include the stakeholders involved with the project. “Milestone” meetings occurred throughout the project and are memorialized below.
- Kimley-Horn took meeting minutes and combined them into summary reports for review at subsequent project meetings. These minutes were put into a visually engaging document that considers the audience and served as project updates.
- Kimley-Horn established project management reporting mechanisms, broken down bimonthly.
- Kimley-Horn talked with the project managers bimonthly to discuss progress reports.
- A website was set up to serve as a central repository of project information, surveys, meeting minutes, and other project documents. Interactive opportunities to share information and solutions were created to solicit public and stakeholder feedback.

Below is a summary of key stakeholder/public outreach meetings:

Format	Date	Intent	Notes
Virtual	November 13, 2023	Kickoff meeting with project managers	Discuss project and efforts
Virtual	November 28, 2023	Kickoff Meeting with Park City Communications	Discuss website and survey needs
Virtual	January 9, 2024	Review public outreach materials and plan stakeholder meetings	Public Outreach materials created and hosted online
Virtual	January 11, 2024	Meeting with Stakeholder Focus Group	Park and Ride Supply, Demand, and Location
Virtual	January 19, 2024	Meeting with Stakeholder Focus Group	Connectivity Beyond Summit County
Virtual	January 25, 2024	Meeting with Stakeholder Focus Group	Transit, Amenities, and Marketing
Virtual	February 9, 2024	Regional Convening Group Meeting	Provide overview and lessons learned from each focus group



Virtual	TBD (August 29, 2024)	Public Meeting presentation	Final Report and Memorandum of Findings presentation
In-Person	TBD (September 26, 2024)	Final Presentations to Summit County and Park City leadership, High Valley Transit, PC Chamber	Final Report presentation

Task 1.2: Robust Engagement Plan

Kimley Horn developed a community engagement plan to identify key stakeholders, including residents, resorts, business owners, commuters, and other stakeholders, developed methods of communication designed to best engage with the public and stakeholders, and created a schedule of key meetings.

Approach:

Kimley-Horn has developed a public engagement document (this document) to summarize and recap stakeholder, resident, resorts, business owners, commuter and community outreach engagement. The document also helps serve as a summary report of engagement toward project completion.

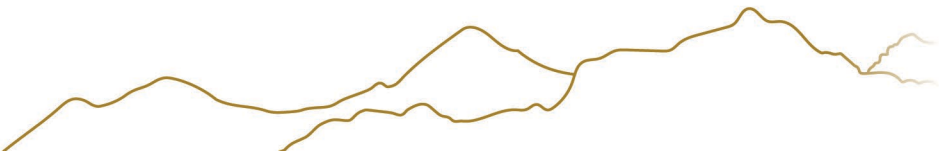
Task 1.3: Online Engagement

Kimley Horn created project pages or utilized existing Summit County and Park City platforms for the public to use as a source of information as determined by discussion with the steering committees. Additionally, utilizing existing Summit County, Park City, and key stakeholder social media accounts, Kimley Horn created content for these outlets with key messaging.

Approach:

The project management and consultant teams worked with Summit County and Park City staff to solicit public and stakeholder comments throughout the duration of the project. A variety of methods were incorporated including:

Website: Online engagement pages were set up to help interact with the public and stakeholders, apart from any in-person engagement. A website has been created (<https://engageparkcity.org/regional-parking-needs>) and provides information on the project, meeting schedules, plans, updates, and anything else identified as relevant to the project. Materials will be made available for posting once approved by the project management team. The public involvement team will work with the website hosts to update the webpage as needed. An initial draft of the website text is within this document below as **Appendix A, Website Text**.



Survey: A survey was developed (<https://polco.us/n/res/vote/park-city-ut/summit-county-and-park-city-regional-parking-needs-assessment-2>) to help gather information on specific topics related to the project. The survey was posted on the project website and open to any person. A ZIP code question was asked to help determine where the survey respondent lives which will help to define if they are a resident or visitor to the area. Survey responses will be collated and represented visually for the summary report. An initial draft of the survey questions and responses are within this document as **Appendix B, Survey Questions and Responses**. The survey was open from January 10, 2024 to February 16, 2024.

Social Media: Project information was disseminated through existing channels that the public is already familiar with. These channels were utilized to keep stakeholders and the public informed about the project and to provide updates throughout. Summit County and Park City social media channels were used along with any other channels defined by the project management team. The intent of the channels were to present the facts and point people to the website where their comments can be solicited in greater depth, rather than engagement through the comments of the post. Each stakeholder was able to tailor the information specific to their respective group.

Draft language is provided below:

Facebook/Instagram: Summit County and Park City are in the process of analyzing the current Park-and-Ride facilities throughout the County and City. Follow along on the project's progress by visiting (<https://engageparkcity.org/regional-parking-needs>). Take our survey (<https://polco.us/n/res/vote/park-city-ut/summit-county-and-park-city-regional-parking-needs-assessment-2?>) and let us know what you would like to see in the future for the Park-and-Rides.

Twitter/X: Park-and-Rides! They are open to everyone, residents and visitors alike. Let us know what you would like to see at the facilities. Visit our website (<https://engageparkcity.org/regional-parking-needs>) and take our survey (<https://polco.us/n/res/vote/park-city-ut/summit-county-and-park-city-regional-parking-needs-assessment-2?>).

Task 1.4: On-Site Interactions

Kimley Horn hosted monthly stakeholder meetings for updates on project status and to generate feedback from the steering committees. Virtual meetings served as a viable alternative as approved by the Summit County Project Manager.

Approach:

Kimley-Horn attended monthly meetings in-person or virtual as determined by the Project Manager. The public involvement team provided agendas, reports, graphics, etc. for viewing during the monthly meetings. Following the meeting, minutes were completed to summarize what was discussed.

Task 4.1: Identifying Key Participants and Focus Groups & Task: 4.5 Stakeholder Engagement

Kimley Horn worked with the Project Manager to identify the roles, composition, and responsibilities of stakeholder focus groups in addition to any other partners crucial to the project's success. Invitation letters to the stakeholders were sent out by the project management team, and the letters were used to identify each focus group's role and responsibility for the project. The draft letters are attached in **Appendix C, Focus Group Letters**.

This task used the effective strategies identified in Task 3 to make recommendations for involvement of key participants including resorts, major employers, and other key partners, and the communications plan. These strategies included how to engage stakeholders to increase parking capacity, incentivize transit, connect active transportation, and improve ride sharing options.

Approach:

Kimley Horn worked with the Project Manager to identify the roles, composition, and responsibilities of the stakeholder focus groups in addition to any other partners crucial to the project's success. This task is congruent with "Task 4.1 Identifying Key Participants". Committees were developed that represented individual stakeholders' group of interests. All stakeholder meetings had associated meeting minutes. Meeting minutes and notes are attached in **Appendix D, Stakeholder Meeting Notes**.

A Transportation Convening group and three separate focus groups were compiled with each group focusing on a specific aspect of the Park and Ride system.

Park and Ride – Transportation Convening (Membership is comprised of the existing "Regional Convening Group")

Meeting Date: February 9, 2024 @ 2PM

Name	Organization	Role	Notes
Jennifer Wesselhoff	PC Chamber	Business	
Kim Carson	High Valley Transit	Elected Official	
Nann Worel	PCMC	Elected Official	
Ryan Dickey	PCMC	Elected Official	
Chris Robinson	Summit County	Elected Official	
Tonja Hanson	Summit County	Elected Official	
Mark Nelson	Wasatch County	Elected Official	
Caroline Rodriguez	High Valley Transit	Government Staff	
Alex Roy	PCMC	Government Staff	
Anna Maki	PCMC	Government Staff	
Sarah Pearce	PCMC	Government Staff	
Hannah Pack	PCMC	Government Staff	
Matt Dias	PCMC	Government Staff	
Janna Young	Summit County	Government Staff	

Pat Putt	Summit County	Government Staff	
Shayne Scott	Summit County	Government Staff	
Dustin Grabau	Wasatch County	Government Staff	
T Bennett	Deer Valley	Resorts	
Kurt Krieg	Extell	Resorts	
Heather Kruse	MIDA	Resorts	
Deidra Walsh	Vail Resorts	Resorts	
Andy Knight	MKSK Studios	Special Events	
Colin Hilton	Utah Olympic Legacy Foundation	Special Events	

Park and Ride Supply, Demand, and Location – Focus Group Strategy Teams
Meeting Date: January 11, 2024 @ 9AM

Name	Organization	Role	1/11/24 Meeting Attendance	Notes / Contact Information
Amir Caus	Summit County	Planning	Yes	acaus@summitcounty.org
Brandon Brady	Summit County	Transportation	Yes	bbrady@summitcounty.org
Heinrich Deters	PCMC	Public Lands	Yes	hdeters@parkcity.org
Jessica Kirby	Summit County	Public lands	Yes	jkirby@summitcounty.org
Mike Kendall	Summit County	Engineering	Yes	mkendell@summitcounty.org
Rebecca Ward	PCMC	Planning	Yes	rebecca.ward@parkcity.org
Julia Collins	PCMC	Transportation	Yes	julia.collins@parkcity.org
Bob Allen	MAG	Transportation	Yes	rallen@mountainland.org
Ivana Vladislavljevic	UDOT	Transportation		ivanav@utah.gov
Erik Daenitz	PCMC	Economic Development		erik.daenitz@parkcity.org
Charles Mason-Hill (Chip)	UDOT	Transportation	Yes	Cmason-hill@utah.gov
David Schwartz	UDOT	Transportation	Yes	dschwartz@utah.gov
Kyle Esquibel	UDOT	Transportation	Yes	kesquibel@utah.gov

Connectivity Beyond Summit County – Focus Group Strategy Teams
Meeting Date: January 19, 2024 @ 9AM

Name	Organization	Role	1/18/24 Meeting Attendance	Notes / Contact Information
Dustin Grabau	Wasatch County	Transportation	Yes	dgrabau@wasatch.utah.gov
Geoff Dupaix	UDOT	Transportation		gdupaix@utah.gov
David Rodgers	Salt Lake County	Transportation	Yes	drodgers@slco.org

Ted Knowlton	WFRC	Transportation	Yes	ted@wfrc.org
Jory Joyner			Yes	jjohner@wfrc.org
Bert Granberg			Yes	bgranberg@wfrc.org
Lauren Victor			Yes	lauren@wfrc.org
LaNeice Davenport	MAG	Transportation		ldavenport@mountainland.org
Lindsey Nielsen	Central Wasatch Commission	Transportation	Yes	lindsey@cw.utah.gov
Russ Fox	UTA	Transit		rfox@rideuta.com
Anthony Kohler	Heber City	Transportation	Yes	tkohler@Heberut.gov
Bob Allen			Yes	

Transit, Amenities, and Marketing – Focus Group Strategy Teams
Meeting Date: January 25, 2024 @ 9AM

Name	Organization	Role	1/26/24 Meeting Attendance	Notes / Contact Information
Caroline Rodriguez	High Valley Transit	Transit	Yes	crodriguez@highvalleytransit.org
Emily Quinton	Summit County	Sustainability	Yes	equinton@summitcounty.org
Kim Fjeldsted Scott	PCMC	Transit	Yes	kim.fjeldsted@parkcity.org
Luke Cartin	PCMC	Sustainability		Luke.cartin@parkcity.org
Tim Sanderson (optional attendee)	PCMC	Transportation		
Bridget Conway	Summit County	Communications	Yes	bconway@summitcounty.org
Clayton Scrivner / Juan	PCMC	Communications		Clayton.scrivner@parkcity.org
Jenny Diersen	PCMC	Special Events	Yes	Jenny.diersen@parkcity.org
John Simmons	Canyons Resort	Resorts	Yes	jsimmons@cvma.com
Michael Lewis	Park City Resort	Resorts	Yes	mwlewis@vailresorts.com
Victoria Schlaepfer	Deer Valley Resort	Resorts	Yes	vschlaepfer@deervalley.com
Jamie Kimball	Utah Olympic Park	Special Events	Yes	jkimball@uolf.org
Joey Alsop	UTA	Transit		jaslop@rideuta.com

Johnny Wasden	PCMC	Parking	Yes	johnny.wasden@parkcity.org
Juan Cardona	PCMC		Yes	Juan.cardona@parkcity.org
Hannah Pack	PCMC	Transportation	Yes	Hannah.pack@parkcity.org
Morgan Mingle Alix Suter	Park City Chamber of Commerce	Chamber of Commerce	Yes	<ul style="list-style-type: none"> morganmingle@visitparkcity.com alixsuter@visitparkcity.com
Kainoa Hartrum (Kai)	PCMC	Transit Marketing	Yes	

Task 4.2: Kick-Off Meeting

The kick-off meeting introduced the project, fostered relationships, and collected stakeholder information to building trust and establish a working relationship for future tasks and deliverables.

Approach:

Kimley-Horn developed an agenda and materials to present at a kick-off meeting with identified project managers and stakeholders. Slated agenda below:

1. Introductions
2. Define Project Management
3. Present Project Overview
 - a. Data Collection - Present/Ask for Existing Conditions from stakeholders.
 - b. Parking Demand Data
 - c. Parking Inventory/Occupancy Data
 - d. Park and Ride profiles and overviews
 - e. Transportation Demand Management Programs and Policies
 - f. Traffic Data Collection
 - g. Regional Transportation Options
4. Define Project Goals
5. Future Meeting Schedule

Task 4.3: Developing Effective Strategies

Kimley Horn worked with the Project Manager to determine the most suitable tactics and tools to engage stakeholders and the public meaningfully and to receive recommendations from the steering committees.

Approach:

Kimley-Horn deployed a variety of public engagement strategies for this project. A summary of online or virtual engagement tools and strategies is listed in “Task 1.3 Online Engagement”. The project management team worked together to help identify ways of further disseminating the project information and asking the public to provide their feedback. Repetitive dissemination of the same information proved to be effective in adding urgency regarding solicitation of feedback. Therefore, the project management team worked with the stakeholders to help deliver the message through their social media, newsletter, and outreach channels as well.

Task 4.4: Communication Plan

Kimley Horn worked with the Project Manager to develop a detailed outreach calendar to provide a robust opportunity for participation, scheduled according to project needs.

Approach:

A project website and survey were made available to the public and stakeholders and available 24/7. Online and virtual engagement strategies were deployed throughout the project, and an in-person Council recommendation presentation will be conducted at the end. This public engagement plan and summary serves to memorialize the efforts the project managers and consultants took to notify the public throughout the project.

Appendix A: Website Text

Draft website layout and text below is based on: <https://engageparkcity.org/bike-ped>
Final website text will differ than the draft as content is produced and the site is updated.



Summit County and Park City are conducting a regional parking needs assessment and policy review of the park and ride facilities across the region. Transportation has been identified as one of the most critical areas for further study and strategic planning by both Summit County and Park City leadership. A majority of Summit County workforce commutes into Park City and Kimball Junction every day, and Park City alone welcomes over half a million tourists annually. These transportation demands, combined with tourism, recreation and special event visitors, contributes to significant congestion on the gateway corridors, SR-224 and SR-248.

During high-congestion times, drivers look for alternative routes through neighborhood streets, reducing the safety and comfort for pedestrians and cyclists. While the community has several park and ride lots, a comprehensive strategy, integrated with public transit and active modes has never been identified.

Plan Goals

- Existing Conditions Analysis
 - Parking Data Collection
 - Traffic Data Collection
 - Regional Transportation Options
 - Transportation Demand Management (TDM) Programs and Policies
- Analysis and Strategy
 - Park-and-ride Alternatives Analysis
 - Transit Service Recommendations
 - Other Supporting Programmatic Recommendations



A survey (insert survey link) has been developed to help gather your comments and concerns about the park-and-ride facilities, transportation, and parking.

Project managers will continue to accept public comments throughout the project and will strive to work with community members who voice concerns or questions. To be involved, contact us via email, take the surveys, and sign up to follow the project.

Key Dates

- Focus Group Meetings
 - Park and Ride Supply, Demand, and Location – January 11, 2024
 - Connectivity Beyond Summit County – January 18, 2024
 - Transit, Amenities, and Marketing – January 25, 2024
- Park and Ride, Transportation Convening Group
 - TBD
- Virtual Public Meetings – include link to meetings.
 - TBD
- Council Meetings
 - TBD

Project Documents


- Post report deliverables
- Stakeholder and working group summaries will be posted online within one week of the meeting.
- High-level pros/cons document - **TBD** (SIMILAR TO - [98131d51fa0780098417abd5e5f911ec Park City Poster On-street bicycle Facilities.pdf \(amazonaws.com\)](#))

Helpful Links

- <https://www.parkcity.org/departments/transit-bus/plan-your-trip/park-rides>
- <https://www.parkcity.org/departments/transit-bus/routes-schedules>
- <https://www.highvalleytransit.org/>
- [Summit County Travel Times \(utah.gov\)](#)

Who’s Listening

Carl Miller (cmiller@summitcounty.org)
Alex Roy (alex.roy@parkcity.org)
Joseph Cuffari, consultant (joseph.cuffari@kimley-horn.com)



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Appendix B: Survey Questions and Results

Draft questions for public survey. Hosted by EngageParkCity/Polco and available through project website. Final questions may have been developed as the project progressed and are attached along with survey responses.

1. **What is your home address zip code?**
 - a. (Fillable text box)
2. **Please select all that apply:**

I am primarily a _____ of Park City.

 - ☐ Resident
 - ☐ Visitor (tourist)
 - ☐ Employee
3. **How often do you use the Summit County Park-and-Ride facilities?**
 - a. Never
 - b. Rarely
 - c. Sometimes
 - d. Often
 - e. I plan to use a Park-and-Ride facility in the future
4. **Which of the following Park-and-Ride facilities do you use? Select all that apply.**
 - a. Jeremy Ranch
 - b. Ecker Hill
 - c. Kimball Junction
 - d. Richardson Flat
5. **How far do you drive to access a Park-and-Ride facility?**
 - a. Less than 5 miles
 - b. 5-10 miles
 - c. 11-15 miles
 - d. 16-30 miles
 - e. Travel from outside of Summit County
 - f. Travel from outside of Utah
 - g. N/A
6. **What time of day you utilize the Park-and-Ride facilities?**
 - a. Morning (Midnight-Noon)
 - b. Afternoon (12:01PM-4PM)
 - c. Night (5:00PM-Midnight)
7. **What is your reason for parking at the Park-and-Ride facilities? Select all that apply.**
 - a. I carpool with others
 - b. My destination does not have parking available
 - c. I want to save time, money, gas, etc.
 - d. I am unfamiliar with the area and want to park at a centralized location
 - e. I prefer to use public transit
 - f. Other
 - i. (fillable text box)

8. What is your destination after parking at the Park-and-Ride facilities? Select all that apply.

- a. Office or business
- b. Construction job site
- c. Hotel
- d. Restaurant or dining
- e. Ski resort
- f. Dispersed recreation destination or trail (walking, hiking, biking)
- g. School or learning center
- h. Shopping facilities (mall, stores, outlets)
- i. Visiting with friends or family
- j. Medical care facility (hospital, urgent care, doctor's office, etc.)

9. How do you travel after you park at a Park-and-Ride facility? Select all that apply.

- a. Walk
- b. Ride with another person (carpool)
- c. Public transit or micro-transit (dial a bus service)
- d. On-demand ride (Uber/Lyft)
- e. Bicycle
- f. Other
 - i. (fillable text box)

10. If you travel to your destination by public transit after parking at a Park-and-Ride, which bus route do you use? Select all that apply.

- a. 101 Spiro
- b. 10 White Express
- c. 6 Silver
- d. N/A

11. Do you participate in the Winter Commuter Rewards/"Ride on Park City" carpool matching program?

- a. No, I am unfamiliar with this program
- b. No, I am familiar with this program but I'm not interested and/or it doesn't meet my commuting/personal needs
- c. Yes, I have tried it and it didn't meet my commuting/personal needs
- d. Yes, I use it OCCASIONALLY to carpool to/from a Park-and-Ride facility
- e. Yes, I use it OCCASIONALLY to carpool to a final parking destination that is not a Park-and-Ride
- f. Yes, I use it OFTEN to carpool to/from a Park-and-Ride facility
- g. Yes, I use it OFTEN to carpool to a final parking destination that is not a Park-and-Ride

12. What are your concerns with the current Park-and-Ride facilities? Select all that apply.

- a. I am unfamiliar with the facilities
- b. Safety
- c. Access into the facility
- d. Not enough transit routes, timing of transit
- e. Other

i. (fillable text box)

13. If you were to use a Park-and-Ride facility, how long would you leave your vehicle there?

- a. Less than 4 hours
- b. 4-12 hours
- c. 13-24 hours
- d. 2-7 days
- e. More than a week

14. If future Park-and-Ride facilities were to be created, where would you like them to be? Select all that apply.

- a. Entry areas (edge of City limits)
- b. Urban areas (within City limits)
- c. Specific area (please specify cross-streets and/or nearby landmarks)
 - i. (fillable text box)

15. What is your concern if future Park-and-Ride facilities were to be installed? Select all that apply.

- a. Private land acquisition
- b. Cost
- c. Lack of use
- d. New infrastructure/traffic
- e. Other
 - i. (fillable text box)

16. What features would you like to see implemented at Park-and-Ride facilities? Select all that apply.

- a. Shaded rest stops (benches, patio overhangs, etc.)
- b. Bike fix stations (station with air pump, tools, etc.)
- c. Bike share stations - [Summit Bike Share](#)
- d. Paved parking lot
- e. Gravel parking lot
- f. Lighting
- g. Electric vehicle charging stations
- h. Wi-Fi
- i. Restrooms
- j. Vending machines
- k. Security and safety (fences, CCTV cameras, emergency phone boxes)
- l. Other
 - i. (fillable text box)

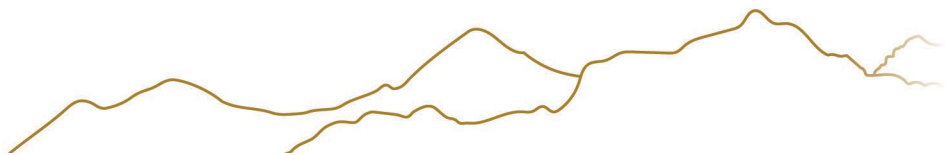
17. What types of joint use Park-and-Ride facilities would you like to see? Select all that apply.

- a. None, use solely as Park-and-Ride
- b. Shared use with adjacent commercial or business complex property
- c. Shared use with highway rest areas
- d. Shared use with adjacent mixed-use development (affordable housing, retail, etc.)



- e. Other
 - i. (fillable text box)

Survey results are attached as a separate PDF document



Appendix C: Focus Group Invitations

Draft letter invitations with variable information highlighted in yellow.

Dear **NAME**,

Summit County and Park City (project management team) are working together to develop a strategic plan (Plan) for the current park and ride facilities throughout the Summit County area. Outcomes of this plan will be to identify the existing conditions and profiles of each park and ride facility, perform a traffic analysis, draft parking policies, conduct future demand projections, and provide a summary report of the next steps.

The success of developing this Plan lies in the ability to build consensus and support from the numerous and varied stakeholders throughout the region.

Along with Kimley-Horn, the Plan consultant, the project management team will be conducting focus group workshops throughout the Summit County area to present the various analyses, gather feedback, and discuss potential next steps. Focus groups will be organized by topic and will include stakeholders with a vested interest in that topic.

Your organization will participate in the (**Focus Group Name**).

(**Insert Focus Group Overview**).

The first focus group workshop is scheduled for (**DATE, TIME, LOCATION**).

A list of each stakeholder and their respective focus group is listed in **Table 1 – Focus Groups and Stakeholders** below:

You are receiving this email as the primary point of contact within your focus group. We ask that you please forward the invitation to others in your organization who should attend the meeting.

Please acknowledge whether you or your organization will be in attendance for the first focus group workshop.

Thank you for your consideration, and please let us know if you have any questions.

Thank you,
NAME

Table 1 – Focus Groups and Stakeholders

Focus Group	Members	Focus Group Overview	Meeting Date, Time, Location, Meeting Link
Supply, Demand, and Location	<ul style="list-style-type: none"> • Amir Caus • Erik Daenitz • Brandon Brady • Heinrich Deters • Jess Kirby • Mike Kendall • Rebecca Ward • Julia Collins • Bob Allen • Ivana Vladislavljevic 	This focus group will be responsible for looking at the factors unique to the existing park and ride facilities, including how they are utilized, and how to improve the use of each facility. This group will also be the primary group to determine the location of demand and location of park and rides within Summit County.	<ul style="list-style-type: none"> • January 11, 2024 • 9AM-11AM • Click here to join the meeting
Connectivity Beyond Summit County	<ul style="list-style-type: none"> • Dustin Grabau • Geoff Dupaix • David Rodgers • Jory or Ted • LaNeice Davenport • Lindsey Nielsen • Russ Fox • TBD • TBD • Anthony Kohler 	This focus group will be responsible for looking at the broader region surrounding Summit County and how connectivity and transportation interacts together for both residents and visitors to the area.	<ul style="list-style-type: none"> • January 19, 2024 • 9AM-11AM • Click here to join the meeting
Transit, Amenities, and Marketing	<ul style="list-style-type: none"> • Alex Beim • Caroline Rodriguez • Emily Quinton • Kim / Scott • Luke (optional attendee) • Tim Sanderson (optional attendee) • Hannah Pack • Johnny Wasden • Bridget Conway • Clayton/Juan • Jenny • John Simmons • Michael Lewis • Victoria Schlaepfer • Jamie Kimball 	This focus group will be responsible for looking at the regional transit that currently exists and making recommendations of how to improve the availability and connectivity of transit options. It will also look at the current amenities of the park and ride facilities and will focus on what infrastructure, safety enhancement, or other amenities should be implemented. This focus group will be responsible for looking at how resorts and privately owned businesses currently interact with park and ride facilities and will focus on promoting the use of the facilities and establishing policies of how the facilities can be better utilized.	<ul style="list-style-type: none"> • January 25, 2024 • 9AM-11AM • Click here to join the meeting

Appendix D: Stakeholder Meeting Notes

The Summit County/Park City project management team, along with their consultant, Kimley-Horn, attended a Transportation Convening meeting. The Transportation Convening group is comprised of the same members within the Regional Convening Group.

A PowerPoint was presented to the group providing an overview of the project, discussing the work that has taken place already, and defining the next steps.

Below is a summary of notes from the presentation.

Regional Convening Committee Notes

Friday, February 9, 2024
2:00 PM

- KH presented overview of project
 - Objectives
 - Traffic analysis-- delays in peak winter ski season entering and leaving 224/248
 - PnR utilization - off season and MLK weekend dates were assessed
 - High Util. at Kimball Jct for a small capacity
- Focus groups met over the course of January
 - Supply/Demand/Location group
 - Connectivity Beyond Summit County group
 - Transit, Amenities, and Marketing group
 - Word Cloud and SWOT discussion
 - SWOT takeaways -
 - Perception of transit inconveniences
 - Trip planning friction
 - Dynamic signage along routes would help decision making
- Expansion opportunities:
 - Data collection and community feedback will feed into what the system should look like as a whole, then specific location recommendation options will be mentioned in the report as a result
 - You don't need amenities like coffee kiosks if the bus is coming frequently enough
 - Private enterprise is interested in helping to solve the SLC Airport-to-PC connection and make it a better, smoother experience
 - Idea - Chamber-staffed tourist informational kiosk at PnRs
 - KJAP - the 3 alternatives don't heavily prioritize transit, which might be a helpful addition
 - Can you build a PnR big enough to move the traffic needle very far?
 - Do we locate a large new PnR further from Park City than Kimball Junction? KJ is a busy area already, and additional PnR vehicles could make that worse.

- There is still a lot of discussion about how to redevelop and plan for KJ area in general. How should we best leverage the existing transit center?
- There is some interest in this group to coalesce around one single unified approach/plan
 - Sub-grade parking structure at Kimball Junction?
 - Choose a less expensive option and divert the remaining money to something else or something complementary?
- Small lots good for every day, big lots good for special ski/winter events
- Amenities beyond what currently exists are probably secondary to core needs like clear wayfinding, bus frequency, and other components that contribute to general ease of use and convenience
- Area could need auxiliary lots (like a future aux. Richardson Flat) for very large events like Olympics
- Richardson Flat or Quinn's Junction will be strategically located to serve both Park City and slated Deer Valley East Village (Deer Valley redevelopment project)
- The needs we're trying to solve for should be through normal peak conditions in 2035, not just for the brief Olympics event
- Start putting together scenarios and maps with more specific expansion/consolidation options
- HVT has already installed real-time arrival signage at several locations, including Kimball Jct and Ecker Hill

The Summit County/Park City project management team, along with their consultant, Kimley-Horn, hosted 3 separate focus group meetings to solicit input from a variety of stakeholders specific to the group categories that they represent. Breakout sessions were held to do a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. A Menti poll was provided asking the participants what words or concepts would define a high-quality park and ride.

The three focus groups are:

1. Park and Ride Supply, Demand, and Location
2. Connectivity Beyond Summit County
3. Transit, Amenities, and Marketing

Below is a summary of notes from each focus group, their respective Menti poll and SWOT analysis breakout comments. Please note that comments have been formatted and truncated for readability. For focus groups 2 and 3, only “new” comments were memorialized so as not to repeat previous notes already mentioned.

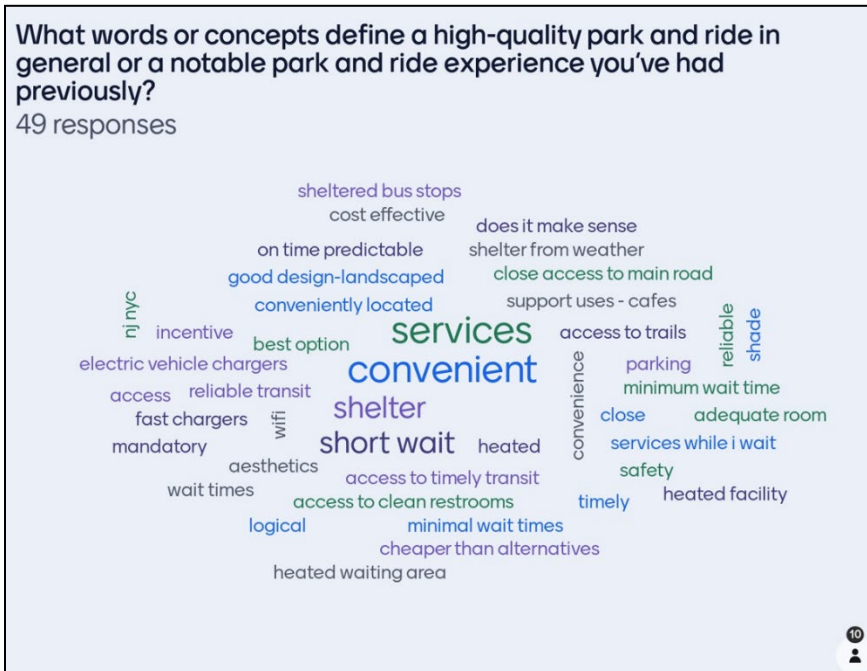
Park and Ride Supply, Demand, and Location

Focus Group 1 Meeting Notes

Thursday, January 11, 2024
9:00 AM

- Brandon - 189 should be referenced as U.S. 40
- Heinrich - had general questions about traffic data.
 - Let's add time-of-day context to further traffic analysis.
- David Schwartz: We should focus more on other areas of Summit County and other transit routes (to the east) as these areas will grow, too.
- Julia: Resorts are looking for clearer understanding of ownership of off-site parking that serves their customers/employees. The current model is first come first served.
- Problem statements:
 - People who are driving into the community think they might as well drive all the way to their destinations instead of freezing at a bus stop, and drawing people into PnRs is challenging and multifaceted.
 - Many of the locals do not have an interest in riding the bus and targeting the full range of potential PnR user groups do not.
 - Large organizations and institutions are not closely tied to the collective effort to solve transportation issues, but they have a big presence and a seat at the table.
 - PnRs are targeting people coming from outside the central areas toward the vicinity of the PnRs.
 - There is no clear outer boundary to the capture area of the current PnR system, but solidifying this priority is crucial.
- Park and rides are not practical for users that drive most of the way to their destination.
- SR-150 congested in the summer months but not addressed. Study is too focused on Park City.
- Who have we been marketing to? Locals or visitors?
- Incentives for big organizations
- Need origin-destination information.
 - Mass of traffic is from the west.
 - Who are they? Where are they going?
- Park and Rides throughout the County will not want to drive part-way and then take a bus.
 - Do PnRs need to be placed further out?
- SWOT Group Breakout
 - Strengths
 - We are focused on 248/Summit Co side and not as much on the periphery.
 - We are willing to consider smaller lots to meet localized needs.
 - We have a system in place to capture day to day traffic.
 - Upcoming BRT route on 224 will be a great asset for potential users. It will save them significant time.
 - The existing locations are thoughtful and well-located.
 - Paid parking is already effectively at aligning supply with demand.
 - We know there is a demand for PnRs, and parking in general.
 - DOT is very supportive.
 - Weaknesses

- We struggle to accommodate people's desires on special/peak days.
- PnRs may be relatively well-located but still may not meet users' expectations of convenience.
- It's hard to meet differing convenience needs of workers vs. tourists.
- Many unknowns related to future growth.
- May not be the “best” option.
- If not part of an event; still most convenient to drive and take the risk of parking.
- Existing SC PnR may not be far enough out to capture visitors and employees closer to home.
- PnR may not be quickest/most convenient options.
 - Too many stops may be a hinderance.
 - How much slower is the bus?
- Opportunities
 - Slated BRT on 224
 - Base redevelopment can improve transportation.
 - Look at other successful systems.
 - How are they pricing normally, and during congestion?
 - Force the PnR usage more (special event parking requirement)
 - Look at Mayflower & Olympics
 - South Weber PnR Lot (gas station, amenities)
 - Take away parking.
 - Incentivize to locals using existing PnR lots.
 - Kiosks? Donuts/coffee? Donor Kebab
 - Improve safety and aesthetics.
- Threats
 - Geographically, it is hard to plan for 20+ year growth.
 - Traffic congestion is a huge determining factor for potential users.
 - Resort priorities are not always aligned with City/County/Regional transportation priorities.
 - Resorts appear to be changing/redeveloping lots but not increasing supply that would induce demand.
 - Policy risk (or not following policies)
 - Lease agreement for Richardson Flat
 - Policy or ownership of PnR
 - In-lieu of, or on-site requirements?
 - People don't/won't use when at capacity.



MentiMeter, Focus Group 1 Feedback

Connectivity Beyond Summit County

Focus Group 2 Meeting Notes

Friday, January 19, 2024
9:00 AM

- Ted - I want to understand how PnRs relate to the overall transit story in the region.
 - ---> UTA wants to continue SLC PC connection. They are currently limited in both buses and drivers.
 - What are all the counties doing to make these regional connections happen?
 - How can we start to use more of the existing PnRs that don't currently connect to Park City?
 - We are presently in separate planning spheres in many ways.
- Carl - our three focus groups' interests and priorities will be synthesized by the end of the project.
- Lindsey - CWC hears about frustrations with riders such as the communication around PnRs becoming full.
- The behavioral element of PnRs attracting usage is about saving time and potentially saving money.
- Richardson Flat - Heber City drivers may not view it as convenient unless forced by traffic controllers controlling access closer into PC.
 - Has a shorter run, so more service can be provided with less staff. It is a more manageable PnR from a transit service delivery perspective.

Thursday, January 25, 2024
8:54 AM

- [illegible]

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Focus Group 1: Park-and-Ride Supply, Demand, and Location

STRENGTHS

Cuffari, Joseph

- + Partner Organizations, meet demand with supply
- + Current system captures day-to-day, peak days
- + Save significant time
- + Existing locations are thoughtfully placed and well situated to meet needs
- + Align supply with demand

Cuffari, Joseph

- + Partner organizations are supportive of the existing system
- + Demonstrated demand, special event usage, drive to Old Town and resorts
- +

Free transit

Emphasize transportation as a goal of supporting use of PnRs

WEAKNESSES

Cuffari, Joseph

- + Broad consensus that there is a challenge to accommodate users and their desires (peak days, special events)
- + May not meet user expectations of convenience
- + Toursits vs. workers considerations
- + Unknowns of future growth which makes planning a challenge

Cuffari, Joseph

Hall, Bennett

- + Existing PnRs may not be out far enough to capture employees near their homes
- + Not the quickest or most convenient option
- + Perception of "slower" when compared to driving themselves
- + First come, first serve model
- + "99-year" lease, City doesn't own it

OPPORTUNITIES

Cuffari, Joseph

Hall, Bennett

- + 224 BRT Service, could branch into other opportunities down the line
- + Small commercial services (donut, coffee, kebab)
- + Future Olympic Games, look holistically, 2002 Games had a parking and transit system strategy
- + 2002 Games, open-space PnR pop-ups were expansive and effective... Make it more day to day scale
- + Other transportation projects near PnRs, look for connections to make transit more convenient. Even minor improvements help overall.
- + Looking for ownership of off-site parking.

Simpson, Jeremiah

- + Look at other systems for successful strategy (marketing, congestion pricing, etc.)
- + Improve amenities / services at PnRs (gas station, retail)

Simpson, Jeremiah

- + Market for large special events (plan for Olympics)
- + Improve safety/aesthetics
- + Remove parking in old town and at resorts to drive more usage
- + Policy change to allow resorts to use PnRs in-lieu of on site requirements.

THREATS

Simpson, Jeremiah

- + Risk of changing policies (or not following existing policies)
- + Ownership - (e.g., lease agreement for Richardson Flatts vs possible risk to owning properties)

Simpson, Jeremiah

- + Many unknowns in planning for long-term growth
- + External factors at play that contribute to traffic congestion

Cuffari, Joseph

- + Resort priorities may differ from County/City efforts
- + Transit frequency, consistent bus routes/schedule
- + Capital infrastructure into transit services
- + Poor access and visibility of the PnR

Focus Group 2: Connectivity Beyond Summit County

STRENGTHS

Hall, Bennett

- Actively looking at mitigating congestion in peak times
- Local and regional transit are both looking at expansion opportunities
- System is free and buses are good quality
-

Simpson, Jeremiah

- Locations from all directions
- Existing capacity
- Already connected to robust transit
- Locals know about them
- Transit is free and frequent
- PnRs in valley are well used (year round usage)

WEAKNESSES

Hall, Bennett

- wayfinding
- location (Richardson Flat from Heber City perspective)
- Heber City needs better transit to the rest of the system
- Only one dynamic sign in the general study area
- No app to see PnR utilization

Simpson, Jeremiah

- People may not know that transit is free, and may not know the schedule, and may not know if capacity is available
- May not be enough shelter capacity for peak
- Sometimes PnRs in valley are at capacity

OPPORTUNITIES

Hall, Bennett

- PnR at base of Park City?
- UTA and Summit County have shared goals and the opportunity to align even more
- Track riders per mile more during peak periods to tailor PnRs effectively
- Use destination parking pricing more to control congestion
- Streamline the private transportation options from SLC Airport to destinations (including communications + marketing)
- Olympics bid is a decade away and the planning timeframe is well-positioned to solve large event challenges holistically
-

Simpson, Jeremiah

- Opportunity to let non-local visitors know about PnR network
- Opportunity to improve / add shelters
- Tie in w/ Google maps to better communication PnR options
- Real time information at resorts
- Promote carpool ("buddy up") PnR usage for locations closer to SLC
- Timely, comprehensive, and consolidated information on PnRs (routes, headways, availability)
- Pay parking being implemented at Park City and Deer Valley
- Opportunity to better connect w/ transit agency and state-wide agencies

THREATS

Hall, Bennett

- Resorts' approaches to transportation management are not aligned with other partners

Simpson, Jeremiah

- Is there capacity for increased population?
- Risk of drought and drop in skier usage
- Multiple transit agencies (difficulty in working together)

Focus Group 3: Transit, Amenities, and Marketing

STRENGTHS

Hall, Bennett

- Existing PnRs feel safe
- transit connections are good
- 10 White express service is attractive
- Opportunity to chain trips at Kimball Jct
- city employee PnR usage incentives are flexible
- SR 224 shoulder lane speeds up transit
- Customer surveys show Park City and High Valley transit service is well-liked
- Microtransit

Simpson, Jeremiah

- New brown and grey routes from Richardson Flatts have been highly successful
- Ride amegos! has been a good collaborative effort
- Real time app of transit and parking information
- Richardson Flatts has been filling recently
- Out of town and event visitors have shown desired to use PnRs -- high usage during Sundance

WEAKNESSES

Hall, Bennett

- **Low access at Ecker and Jeremy Ranch-- backtracking**
- **Traffic delays are often not as significant as PnR+transit travel times**

Simpson, Jeremiah

- Urban sprawl of valley may not lend itself to PnR usage
- Travel time data showing not enough time savings for dedicated bus lanes
- Viewed as inconvenient access to get to PnRs
- Challenge of snow removal might limit access to amenities
- Service is sometimes difficult to predict (sometimes inconsistent)
- Richardson Flat not visible and a little further from US40

OPPORTUNITIES

Hall, Bennett

- Add truck exit to get to Ecker Hill
- Clear signage and consistent queueing
- More wayfinding signage leading users to Richardson Flat
- Restrooms, cell phone chargers, these utilities compound to become more feasible
- Direct PnR+transit access to SLC Airport for Park City residents
- Capitalize on Kimball Junction convenience
- Integrated transit planning app
- make park and rides at least as convenient as unpredictable traffic
- More express buses

Simpson, Jeremiah

- Integrate PnRs into the culture
- Communicate in real time that parking is full
- Increase frequency of buses
- Focus on easy opf access for future locations
- Promote new Richardson Flatts shuttle
- Need more shared solutions between area TDM and parking coordinators
- BRT service is coming
- Better signage needed of travel times and parking availability
- Make ppl uncomfortable so they try use of PnRs
- Locals are more likely to drive than

THREATS

Hall, Bennett

- **Availability and price of land to meet PnR needs**
- **Roadway and parking expansions that make driving more attractive**
- **Funding**
- **UDOT highway changes**

Simpson, Jeremiah

- Adoption might be challenging (change in culture)
- Money and effort spent to add amenities to PnR when its really high frequency transit that make PnRs successful
- Residents and gvt have not be bold in adding dedicated bus lanes on access routes
- Difficult to keep council focused on bigger picture (might get distracted by juuuust one solution at a time_
- Olympics coming up -- is planning in place for higher volumes