

**WORK SESSION
PARK CITY PLANNING COMMISSION
SNYDERVILLE BASIN PLANNING COMMISSION
JOINT MEETING TO DISCUSS
TRANSPORTATION ISSUES
January 13, 2016**

COMMISSIONERS: Adam Strachan (PC), John Phillips (PC), Doug Thimm (PC), Steve Joyce (PC), Preston Campbell (PC), Melissa Band (PC), Canice Hart (SB), Mike Barnes (SB), Bea Peck (SB) Greg Lawson (SB).

Ex Officio: Bruce Erickson, Park City Planning Director; Patrick Putt, Summit County Community Development Director; Peter Barnes, Summit County Planning and Zoning Administrator; Alfred Knotts, Park City Transportation Manager; Caroline Ferris, Summit County Regional Transportation Planning Director; Park City Assistant City Attorney, Polly Samuels McLean.

Park City Planners: Francisco Astorga, Kirsten Whetstone, Makena Hawley.

The meeting was called to order at 5:30 p.m.

Planning Director Erickson stated that at the last joint meeting both Planning Commissions gave direction on important two important issues; Transportation and Employee Housing. He commented on the importance of working together to help move forward these forward in the future and reduce the impacts. He and Patrick Putt both believe that unless they solve the transportation system, affordable housing would not help. He noted that both Park City and Summit County have high-skilled Staff working on transportation.

Patrick Putt spoke on behalf of his Staff and expressed their appreciation for being involved in this joint meeting. Mr. Putt suggested that if Alfred Knotts and Caroline Ferris could go over the high level things they were working on, it would fill in some of the missing pieces and activities that the Snyderville Basin Planning Commission has been engaged in. He believed it would directly affect potential tools that would help with transportation problems.

Transportation Manager Alfred Knotts stated that his department has been giving the City Council monthly updates. In talking with Bruce Erickson he committed to updating the Park City and Snyderville Basin Planning Commissions on a quarterly basis. Mr. Knotts clarified that his presentation this evening was slanted more towards Park City because it was one he had prepared for the City Council.

Mr. Knotts provided a brief background on his experience. Has been in Park City for eight months and his counterpart, Caroline Ferris, has been in Summit County for six months. He and Ms. Ferris work well together on behalf of Park City City and Summit County. He is

accustomed to working on regional planning issues. He was pleased to be working with County Staff and Caroline Ferris has been a good partner.

Mr. Ferris introduced herself and noted that she was the Regional Transportation Planning Director for Summit County. Ms. Ferris agreed that she and Mr. Knotts were fortunate to have a good working relationship. They have both received a lot of support from their respective planning departments. She and Mr. Knotts have taken action to move towards a more regional approach to transportation planning, and the objective this evening was to talk to both Planning Commissions about the direction for the near and long term.

Mr. Knotts outlined the format for the discussion this evening. He would talk this evening about Park City's master plan and Ms. Ferris would talk about the long range transportation plan that they were embarking on as a County-wide effort. They would explain the issues and how they were being addressed. He pointed out that there was a variety of solutions to this problem. It is a land use issue and linking land use decisions with transportation is one step in the process. Other elements include regulatory tools, engineering solutions, transit solutions, and behavioral transportation demand management solutions. Following their presentations, they would like to have a two-way conversation about what the Planning Commissions roles would be in evaluating transportation impacts and addressing those solutions.

Mr. Knotts stated that when they look at projects and make decisions they always look to the General Plans and Transportation Plans of both the City and County to make sure those documents support their decision. The Transportation Master Plan is another document that guides their transportation solutions, evaluations and projects. It was developed in 2011 and was specific to the Park City area. They were embarking on a County-wide transportation effort, but currently this was the adopted plan for Park City. It talks about the gateway corridors, which have had congestions issues for some time and those issue were being exacerbated by growth. The goal is to make sure that the context of the transportation solutions fit the geographical area in the context of the communities and the natural environment. Mr. Knotts noted that Park City acknowledged in 2011 to accept some levels of congestion.

Mr. Knotts stated that within the Transportation Master Plan, Park City acknowledged that the policy control exist. In addition there are transportation infrastructure improvements, and at the center of that is the employment, the population and the other influences of being a resort town. Mr. Knotts pointed to a variety of solutions to be implemented and how those are prioritized and developed to address the issue at hand.

Mr. Knotts stated that there was a lot of outside influence and internal influence on the

transportation system based on land use patterns. The long range transportation plan would look at a 25-30 year planning horizon and focus around growth projections to make sure they prioritize the improvements. Mr. Knotts presented updated data that was obtained from the Transportation Demand Management Plan they were currently working on. The data shows where the growth would occur, and then overall with the overall balance of the Summit County growth potential. It was based on current zoning and entitlements.

Mr. Knotts presented the traffic volumes through the corridors. He thought they could expect to see the growth patterns on these corridors continue at the same rate. Typically a 4% annual increase is applied to these type of corridors based on growth projection, which is what they were seeing on SR248. It is where most of their growth projections were anticipated and it is where they have seen it occur.

Mr. Knotts commented on ways to overcome the challenges. He stated that Park City has a very comprehensive transportation system, including bike paths, sidewalks, and an aerial system in the Old Town area. They were also contemplating the possibility of additional aerial connections in the future. Mr. Knotts stated that currently underway was a short-range transit plan, a transit marketing and expansion plan, a TDM study and plan, a review of the corridor analysis that was done for the 248 corridor in 2009. They were also doing a parking study as well.

Mr. Knotts reviewed the short-range transit plan, which was a joint effort by Park City and Summit County. It was last done in 2011 and provides information on prioritized improvements within the first through the seventh year. It provides a snapshot of the demographics and where there is traffic demand, as well as the type of system improvements needed as it relates to vehicles. Revenue generation was also necessary to meet the service needs within the near term. Mr. Knotts noted that the short range transit plan was scheduled to be complete in 2016.

Mr. Knotts stated that a study was underway for the Bonanza Park and Lower Park Avenue to identify parking strategies for that area, and whether a transit hub would serve a need in that geographic area. That was scheduled to be complete in February 2016. Some of the recommendations are consistent with land use planning identified in the General Plan, and in the in the draft Bonanza Park Area Plan.

Mr. Knotts stated that the 248 Corridor Plan was complete. It looked at the 2009 assumptions and projections and it did not project it to fail until 2020, even though it fails now at key times. A preferred alternative that came out of the study was a transit only and HOV dedicated lane within the existing footprint. It would not require any physical widening

within the corridor. Mr. Knotts remarked that it was actually looking at the entire corridor from US40 to SR224 and bringing on the Richardson Flat parking lot, which is a key asset that is vastly under-utilized. It would add a signal at that intersection for the ability to use the park and ride lot, and to make sure it is safe for buses to pull in and out. Another component that has been proposed to UDOT is to evaluate an additional tunnel on 248 to remove the at-grade crossing. Another recommendation is for improvements at the Kearns/Bonanza intersection. They would be able to look at the full corridor and wrap up all those improvements into this one project.

Caroline Ferris stated that Mr. Knotts had covered the studies that Park City was undertaking and that Summit County was participating in a lot of those studies in meaningful ways. However, the primary focus for the County is the long range transportation plan which will officially kick-off on February 10th at the Swaner Eco Center.

Ms. Ferris thought it was important for people to understand that the long range transportation plan is meant to be the keystone planning document and a comprehensive look at the entire transportation system from the standpoint of sustainability, human health and safety, economic vitality. It will bring together all of the different short term plans, TDM strategies, and the Title 6 program into one comprehensive plan so they will know which direction they are going over the next 15-25 years. Ms. Ferris commented on the steps they need to take to get there through an implementation plan and the different funding sources they need to look to in order to get things done. They hope to look at the transportation system from a new perspective and get innovative ideas out to the Planning Commissions, the Councils and the public to see if that is really where they want to go as a region.

Mr. Knotts noted that the City and County were also working on an Alternative Analysis. It is a Federal Transit Administration Process that looks at what type of modes could potentially connect the Salt Lake Valley with the Summit County area using the I-80 corridor. Some of the potentials are bus rapid transit, rail and other types of fixed guideway systems that could operate within the corridor. Mr. Knotts commented on the school district planning, particularly the 248 corridor. They engaged the School District after realizing that if the school operated its ingress and egress better the corridor would function properly. They were working directly with the School District on addressing the problems.

Mr. Knotts remarked that the City and County also jointly formed a Transportation Management Association consisting of a variety of public and private entities, including UDOT, UTA, and all the resorts. They meet monthly with a developed agenda where they talk about programs and how the public side could interact better with the private side as it relates to employee travel, parking and other management strategies.

Ms. Ferris stated that the RFP on the transit center was sent out and the intent is to begin construction in the spring.

Director Erickson noted that Mr. Knotts and Ms. Ferris were watching the traffic cameras all through the Christmas holidays and both have firsthand knowledge of the situation. Mr. Knotts stated that cameras are placed at Deer Valley Drive, 224 and 248, Empire, the Canyons and Kimball Junction. Mr. Erickson pointed out that the update electronic messaging signs was also the work of Mr. Knotts and Ms. Ferris, and it is coordinated on a daily basis. He stated that for both Planning Commissions, these type of activities are regulated inside the Master Development Plan process and they will see Code items as they review MPDs identify the things that Mr. Knotts and Ms. Ferris are looking for. Both Commissions already have Code language to do what they would be asked to do. Mr. Erickson stated that he and the County Development Director, Patrick Putt, constantly work in conjunction with Mr. Knotts and Ms. Ferris, and both Planning Commissions have an excellent opportunity to affect the outcome on this issue.

Director Erickson was personally please about the Transportation Management Association. He asked that Mr. Knotts provide more information so the Commissioners would understand who is at the table, what can happen, and his experiences in Lake Tahoe. Mr. Knotts stated that they had two Associations in Lake Tahoe because the north and south sides of the lake were very different. He explained the process and the entities involved in the Lake Tahoe Associations. A Transportation Management Association is required for Lake Tahoe and they have been around since the late 1980s. The Association is very effective and they thought it would be very effective in Summit County as well. Mr. Knotts reiterated that all the resorts have been at the table, the HPCA, Prospector. They were looking at expanding the group to possibly include the taxi drivers and shuttles for a monthly dialogue to make sure they are sharing information.

Chair Strachan thanked Mr. Knotts and Ms. Ferris for the update. He asked which projects would be coming to both Planning Commissions on a near term basis. Mr. Knotts stated that the 248 State Highway system would not typically come before the Planning Commission for an approval; however, some of the recommendations coming out of the Bonanza Park study would be coming forward. One of those would be the Bonanza intersection improvements.

Director Erickson stated that the Park City Planning Commission would be seeing the recommendations already in the Land Management Code in the second quarter of 2016. They have some regulatory to implement now, but most of it will be address in the second quarter.

Ms. Ferris stated that for the Summit County Planning Commission she believed they would continue to see plans for the Whole Foods property. They would also be talking about Phase 2 of wayfinding, which also includes signage. Mr. Knotts noted that the County had established a Blue Ribbon Committee on remote parking. They were looking at site that could potentially be located on I-80 and US40, in addition to the Richardson Flat lot. Ms. Ferris stated that the County Council had approved membership of the Blue Ribbon Committee that today. Mr. Knotts noted that it was scheduled before the City Council on January 28th.

Chair Strachan asked what both Planning Commissions could do to help. He would not interest in bogging it down in regulation and have a good project go through two meetings because two Planning Commissions are involved. On the other hand, there should be communication between the two Planning Commissions. Chair Strachan asked if there was a streamlined process.

Ms. Ferris stated that from her perspective one of the most helpful things would be to have both Planning Commissions do a double-take when looking at plans and proposals see whether it fits in with the transportation network.

Commissioner Bea Peck asked if there was a way to develop a shared criteria between the two Planning Commissions so they would be reviewing projects against the same checklist. She stated that when new projects come in it is frustrating for the Commissioners to try and figure out the transportation. She thought it would be helpful to have an organic list that expands and could be used to ask the questions and see how it applies to each project. Commissioner Peck pointed out that if both Planning Commissions worked off of the same list they would be consistent in what they impose.

Commissioner Steve Joyce stated that one of the challenges is that the Snyderville Basin Planning Commission looks at things from a larger view. Most of what the Park City Planning Commission does is approve projects. When the developer submits the required traffic study it is a blip on the existing traffic, but when there are 20 blips it adds 50% to the traffic flow. Commissioner Joyce noted that the approval process is blip by blip but the accumulative effect is that it destroys traffic over the years. He was frustrated that there is not a mechanism in place to demand anything of the smaller projects.

Commissioner Peck stated that their Planning Commission faces the same problem. It is drip by drip from each little piece. She agreed that they needed something to help with the accumulative effect.

Commissioner Greg Larson asked, with the additional regulatory actions in place in other states, whether there was a legal method of tying future growth into what could be accommodated with transportation. Mr. Knotts answered yes. Commissioner Larson thought on an accumulative basis that there should be a way to quantify what the population growth is doing versus what could be done with transportation so they can approach a more balanced condition. They are behind now and he questioned whether they could ever catch. Commissioner Larson asked if there was a way to control the rate of development to be more consistent with the rate of improvements in transportation.

Mr. Knotts stated that there was a mechanism. If there is a transportation impact and the level of service does not go down to unacceptable, they do have to model out for 20 years from opening day through the useful life the project. Therefore, if it does hit in year 15 the improvement is fully funded and constructed from the developer fees that have been collected. Mr. Lawson asked if that mechanism was already on the table in the work they were doing with transportation. Mr. Knotts believed it was.

Community Development Director, Patrick Putt, thought the comments and observations made by Commissioners Peck and Lawson were very good. He believed everyone was aware that they were working on updating the Snyderville Basin Development Code. One of the tools Park City has that Snyderville Basin does not, is a legitimate Master Planned Development process. The County has a Specially Planned Area process which is similar, but it is limited to the Kimball Junction area. Mr. Putt stated that one of the pieces of the MPD process that they were just beginning to dialogue with the Planning Commission was a submittal requirement and a review requirement whereby master planned developments are required to submit a written plan for traffic reduction. They were exploring requiring the property owner, the developer or the applicant to go through the systematic exercise of evaluating that project to examine what viable reduction measures could be built into that project. If they could apply that exercise to the drip by drip, small project by small project, it begins to create additive solutions that might build to the whole. Mr. Putt believed the City and the County could work together on a strategy that is flexible enough that it allows considerations and opportunities to reduce traffic. The key is to look at those opportunities early on. When they talk about tools that allow both the City and Snyderville to use the same language, that type of strategy might be beneficial.

Commissioner Peck noted that they do a design committee review before projects come to the Planning Commission, particularly on larger projects. She thought a shared criteria would also be helpful at that subcommittee level rather than waiting until it reaches the Planning Commission.

Mr. Putt suggested that there may be a possibility to address reduction on a case by case

basis. He noted that they were going to be doing their first ever annual review of their General Plan, and they would be presenting to the Planning Commission the concept of taking a look at the transportation system at regular intervals and doing an audit. It would pertain primarily to the public realm and it would be like complete streets audit on a regular basis.

Director Erickson stated that both he and Mr. Putt have long-term credibility in the County; and in their 40 years of planning experience this is the first time that both the County Council and the City Council have actually funded experienced transportation managers. Prior to this, every transportation plan was reviewed by either the County Engineer or the City Engineer. The Commissioners were seeing the result of six months' worth of work. Up until now they were not interpreting the data correctly. Mr. Erickson noted that all of Mr. Knotts' work and most of Ms. Ferris' work was tied to the Mountain Accord data base, which gives them an understanding of the long range transportation implications of potential development up to 2040.

Commissioner Peck had attended the presentation by the Canyon RVMA and she wanted to know how that coordinated with the work that Mr. Knotts and Ms. Ferris were doing. Ms. Ferris stated that the RVMA's master plan will play a large role in the long range transportation plan. They have been working closely with the RVMA and the Planning Department has provided significant input and helped shape the plan towards what was needed from a County perspective. She stated that basically she and Mr. Knotts operate as one staff so they both know what the other is doing and they talk about ideas and strategies. That is how the interaction was working between the three parties.

Commissioner Joyce noted that most of what was presented this evening were long range plans. If things occur in the short term he would like to be updated both from the standpoint of a Commissioner and private citizen. He suggested informing the public through the Park Record and similar means.

Commissioner Mike Barnes assumed the February 10th date would be a presentation and conclusion of a lot of these studies. He thought that was an important date and he suggested scheduling another joint meeting with Mr. Knotts and Ms. Ferris after February 10th so they could understand it and ask questions. If that is implemented City-wide and County-wide it would become their guide.

Ms. Ferris liked the idea of giving a monthly or quarterly update through the newspaper or on the radio from either her or Mr. Knotts as to what actions they have taken in the past month or quarter to help with the transportation system. Ms. Ferris stated that one action that was implemented in November was to increase transit service out in the County. The

County, Park City Transit and Mr. Knotts assisted in getting that service implemented. It is late night service into the Kimball Junction area. It was extended an hour so there were two additional runs. There have been over 3,000 riders since November 20th. Ms. Ferris reported that in response to employee concerns about getting to the resorts by 7:00 a.m., Park City Transit gave the County a plan for additional service and within two weeks they were able to implement an early morning service for the employees. She noted that this was an example of the things she and Mr. Knotts have been able to implement in the short time they have been working together with the assistance of Planning Departments, Engineering Departments and Transit Departments.

Ms. Ferris did not believe their brief description of the TMA this evening did justice for how dynamic it has been in the two months they have been meeting. They have had good conversations with the resorts and the business association. They were able to accomplish a lot in terms of improving communication. During the holidays, with the help of Deer Valley and Vail, she and Mr. Knotts knew how many cars were in each parking lot, when they were getting close to less than 10% capacity. They knew when cars were being redirected to the high school, and when they needed to change VMS signs. Ms. Ferris agreed that a lot of studies were going on, but she in the last six months a lot of action has been taken as well.

Commissioner Joyce did not doubt things were happening, but he was not hearing it and he requested that they do more to share it. The Commissioners commented on various ways to provide updates to the public as well as to both Councils and Planning Commissions.

Commissioner Doug Thimm asked if any of the studies start to account for strategies for special events. Mr. Knott replied that it was part of the Transportation Demand Management Plan. The Parking Management Plan also ties it all together in terms of peak times and how to better manage the parking inventory. The use of technology is also recommended in the plan for wayfinding and parking. There were other alternatives that could be implemented. Ms. Ferris noted that special events people from both the City and the County participate in the TMA, and they have been able to talk about Sundance and mitigation strategies for this year. They will also be working towards a plan for future years.

Commissioner Melissa Band asked if the lodging industry was also involved. Mr. Knotts replied that Ginger was also on the TMA. Commissioner Band asked if there was data for number of people who rent cars, those who drive from lodging to Main Street, etc. Mr. Knotts replied that it was part of the dialogue and they also meet with Bill Malone on a monthly basis. It was a matter of establishing the mechanism to obtain the feedback and implement the measures.

Mr. Knotts noted that over the last two months they were also able to implement additional nighttime service to the Canyons to accommodate people who miss the gondola. It was also a benefit for employees. The service runs on 20 minute headways and it runs until midnight.

Ms. Ferris stated that there would be an entire section in the Long Range Transportation Plan dedicated to best practices for getting visitors into their destination without cars. A second item is that a robust marketing plan is a mitigation strategy that was outlined as a tier one strategy for the Canyons RVMA master plan. The RVMA is hiring a transportation coordinator and one of his/her first charges is to work with all of the resorts to create a plan that will be marketed to out-of-town guests. The resort staff will then be instructed on how to communicate to their potential visitor that a car is unnecessary. Ms. Ferris remarked that the City and County were jointly working on an alternative transportation marketing program. As part of that they are using search engine targeting.

Commissioner Canice Hart always understood that the people who live there are the greater problem. It is good to take care of the tourists but the residents create the traffic by commuting back and forth. Ms. Ferris thought it was a great point and she agreed that it was true. Several studies have been done to draw that conclusion but this was the first time she has heard locals admit that they are the problem. She noted that there is a communication campaign ongoing which is to encourage people to try an alternative once a week.

Commissioner John Phillips suggested using the buses to advertise the transit system and provide information to educate people as they are driving behind a bus in their car. Commissioner Phillips appreciated the efforts of Mr. Knotts and Ms. Ferris and he was very excited and encouraged about all of them working together. He thought it was long overdue and hopefully they could begin to make an impact.

Director Erickson thanked Councilman Andy Beerman for listening to this presentation this evening.

Chair Strachan called for public input. There were no comments.

Chair Strachan noted that the Commissioners had talked about scheduling a joint meeting quarterly. He assumed that scheduling a meeting in three months was a good goal. Commissioner Peck requested that they discuss the integration of workforce/employee housing at the next meeting. She would also like the Planning Departments to develop mutual criteria or a checklist that the Commissioners could review at the next meeting.

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Commissioner Hart thought it would also be helpful to have the criteria checklist for the MPD process. The root cause might be the type of developments and that may drive some of their mutual decisions. Chair Strachan thought those were good goals for the next meeting. Looking forward to future meetings he suggested that they set aside a five or ten minute segment at each meeting to address affordable housing and transportation before they begin discussing whatever topic is scheduled on the agenda. For the next meeting, Chair Strachan suggested that the ten minute portion of the transportation update could be devoted to the checklist. The Commissioners all agreed. Chair Strachan requested that every meeting agenda include setting aside time to address transportation and affordable housing.

Chair Strachan thanked the Snyderville Basin Planning Commission for attending this evening. It was a pleasure hosting them. The next meeting would be held in Snyderville Basin.

The Work Session adjourned at 6:30 p.m.

The meeting was adjourned at 6:30 p.m.
