

PARK CITY

DOWNTOWN PARKING STUDY IMPLEMENTATION

Park City recently completed a comprehensive downtown parking study that recommended a phased package of 18 recommendations. Recommendations related to signage and circulation have been prioritized. Included are a series of three implementation maps related to parking regulatory signage, parking wayfinding, and circulation and parking/loading improvements. It is important to note that many of the changes would be modified during major events, when it is assumed that the City would continue to restrict vehicle access and circulation, and utilize temporary signage to communicate parking regulations and circulation changes. Specific designs (i.e. colors, fonts, branding, etc.) for the signage are not provided, but should be developed as part of a comprehensive study to ensure coordination and alignment with desired look and feel of downtown and Park City.



Circulation and Parking/ Loading Improvements

This map summarizes the proposed physical and right-of-way improvements related to circulation and parking/loading. The recommendations are designed to prioritize convenient access to Main Street, but also ensure that parking demand is more evenly distributed to off-street parking, especially the less convenient lots/garages off Marsac Avenue. In addition, the proposed changes improve overall safety, access, and connectivity throughout downtown. Specific recommendations include:

- **New on-street parking locations (#1, #5, #6, #7, #12, #14).** Modifications to the right-of-way would allow for the addition of new on-street parking within the downtown core, specifically along Swede Alley. In certain locations in Swede Alley, reductions in lane width and/or a shift from 90-degree to 60-degree parking would allow for the addition of 8- or 9-foot parallel parking/loading lane. These spaces would be priced and managed as “Premium” spaces, per the recommended performance-based management system.

Reducing the lane widths on Swede Alley also helps to reduce vehicle speeds in an area where there are many pedestrian crossings to the Transit Center and off-street parking facilities.

- **New on-street loading zones (#8-10, #13, #15).** Additional and improved commercial loading for businesses is an identified need, yet should be managed to restrict impacts during peak demand in the downtown core. Loading can continue on Main Street or along Swede Alley, but should occur during non-peak hours.

A commercial loading zone at the corner of Main and 5th Streets is proposed.

Additional early-morning loading zones are also recommended for Swede Alley in an effort to shift loading activity off Main Street. Some of these spaces would convert to public “Premium” parking spaces during non-loading hours (6 a.m. – 2 p.m.), while the others would convert to “No Parking” or “No Stopping” during non-loading hours.

- **Enhanced TNC/taxi passenger loading zones (#2-4).** Taxi and TNC passenger loading is a challenge in downtown, especially at peak times. Passenger loading along Main Street can disrupt traffic and slow transit service. Formal taxi/TNC loading and waiting areas can minimize these impacts.
- It is recommended that 1-3 spaces along the east side of Main Street at the pedestrian walkway to the Transit Center (#3 and #4) be designated as taxi/TNC loading. In addition, the 9-space lot (#2) across from the Transit Center would be designated for taxi/TNC waiting and/or pick-up. This lot would be in sight of the proposed taxi loading zone on Main Street (#4), enabling drivers to identify when the taxi stand is empty. The location of these zones would facilitate easy egress out of the downtown core via Main Street and Park Avenue or Deer Valley Drive.

Depending on demand, additional locations could be added in the southern part of Main Street. In addition, these spaces could be designated for public “Premium” parking during non-peak hours or seasons.

- **Enhanced pedestrian walkways.** Improving pedestrian access between Main Street and the off-street lots/garages is essential. The 2016 Study found that many of the remote lots/garage are underutilized, even during peak periods, often because people do not know they exist,

cannot find them, or are uncomfortable walking to and from them. Lighting, way-finding, and beautification improvements to the pedestrian walkways between Main Street and Swede Alley will not only improve the customer experience, but also ensure that all parking facilities are utilized efficiently. Ongoing improvements to the stairs serving the Sandridge lots should also be prioritized.

- **Intersection and crossing improvements.**

The map proposes high-visibility crosswalks and shorter crossing distances at key intersections. High-visibility crosswalks at key points (intersections and pathways to Swede Alley) can formalize pedestrian crossing locations, thereby reducing potential conflict points along Main Street. Curb extensions are also proposed at various locations to reduce pedestrian crossing distances, improve pedestrian visibility, and help reduce vehicle speeds.

Finally, a 3-way stop is proposed at the southern end of downtown at Main Street and Swede Alley. A 3-way stop at this location would help reduce vehicle speeds, but more importantly, help to create a formal decision point for motorists driving along Main Street. Enhanced signage at this location, combined with a stop, would better direct motorists to turn onto Swede Alley and the parking lots, rather than continuing north into the commercial core or south into residential areas.

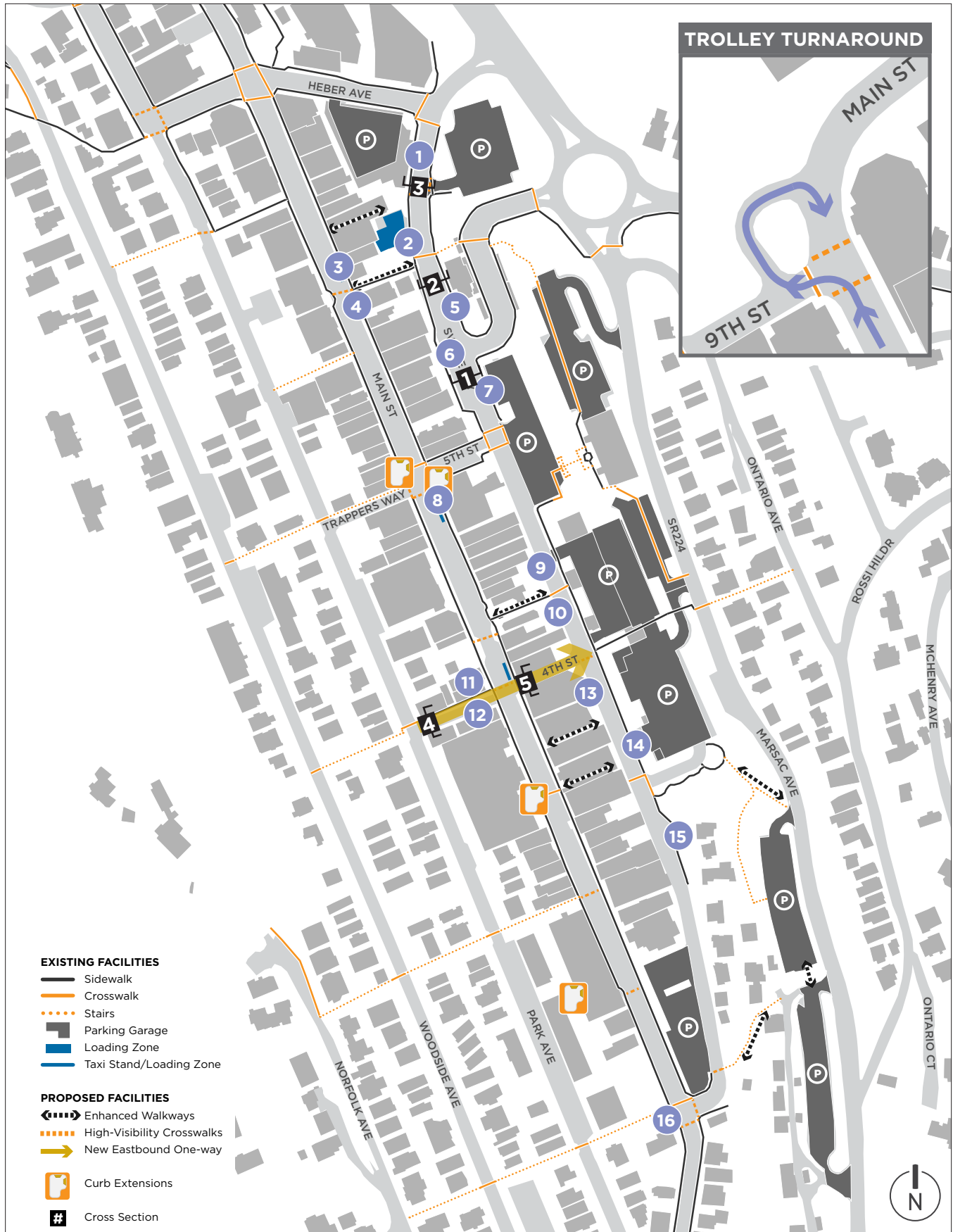
- **Conversion of 4th Street to one-way eastbound from Park Avenue to Swede Alley.** One-way travel on 4th Street in this section would offer enhanced motorist access from Main Street to Swede Alley and would help to direct vehicle traffic, especially those looking for on-street parking, to the Swede Alley lots/garages. The proposed cross-section also allow for the

creation of five to six “Premium” on-street parking spaces between Park Avenue and Main Street.

Converting to one-way would also allow for designated pedestrian space on 4th Street between Main Street and Swede Alley, which is currently an unmarked alleyway. Pedestrian space could include such as formal raised sidewalks on both sides or a level, but visually and tactically differentiated zone.

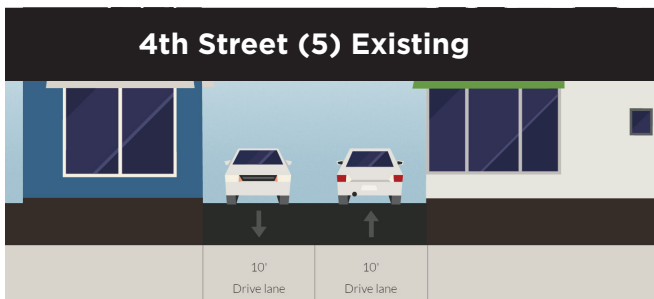
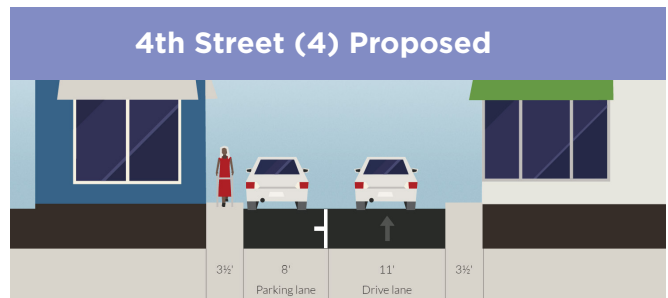
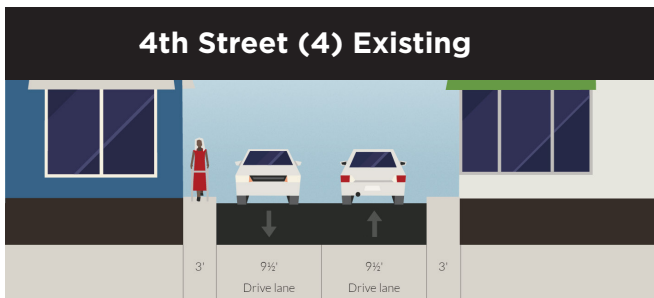
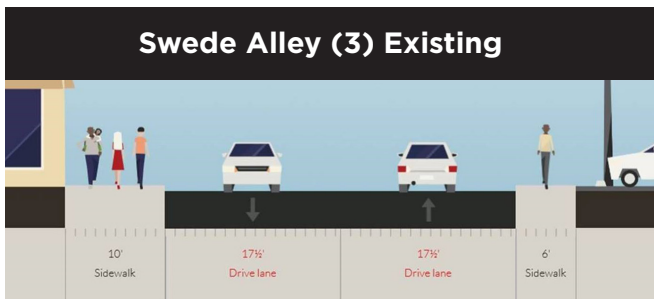
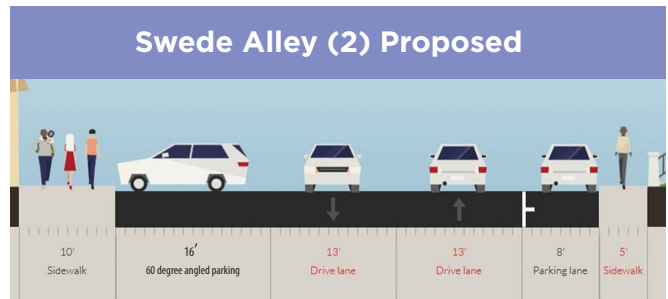
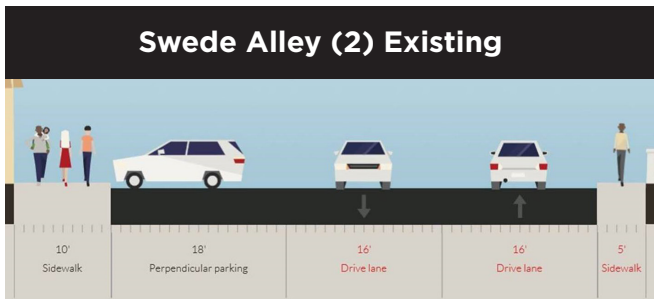
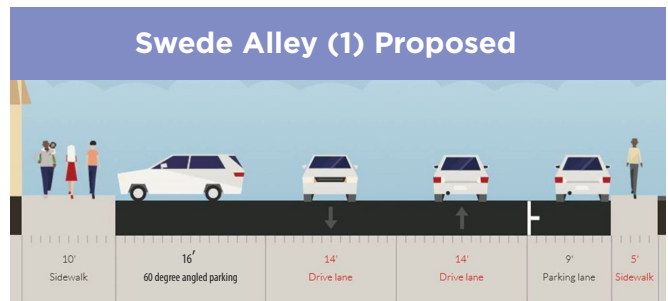
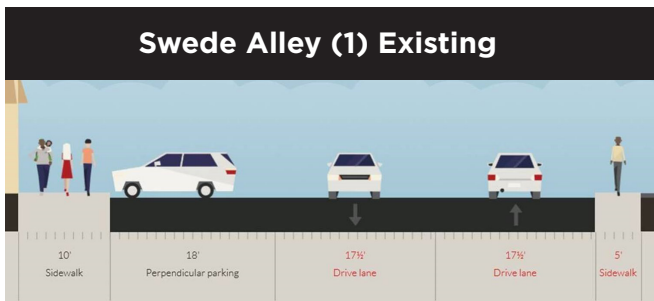
- **Peak-period trolley turnaround.** During peak periods, and as needed, it is recommended that the 9th Street and Main Street circle be used as a turnaround for the Main Street Trolley. The turnaround can allow for additional frequency on Main Street.

Circulation and Parking/Loading Improvements



	Treatment
1	New on-street parking
2	Convert lot to taxi/TNC pool (Preserve 1 HP space)
3	TNC/Limo loading zone
4	Taxi stand
5	New on-street parking
6	60 degree angle parking/ Hotel loading zone
7	New on-street parking
8	Loading zone

	Treatment
9	Loading zone (early AM only)
10	Loading zone (early AM only)
11	4th Street one-way eastbound
12	New on-street parking
13	Loading zone (early AM only)
14	New on-street parking
15	Loading zone (early AM only)
16	3-Way stop

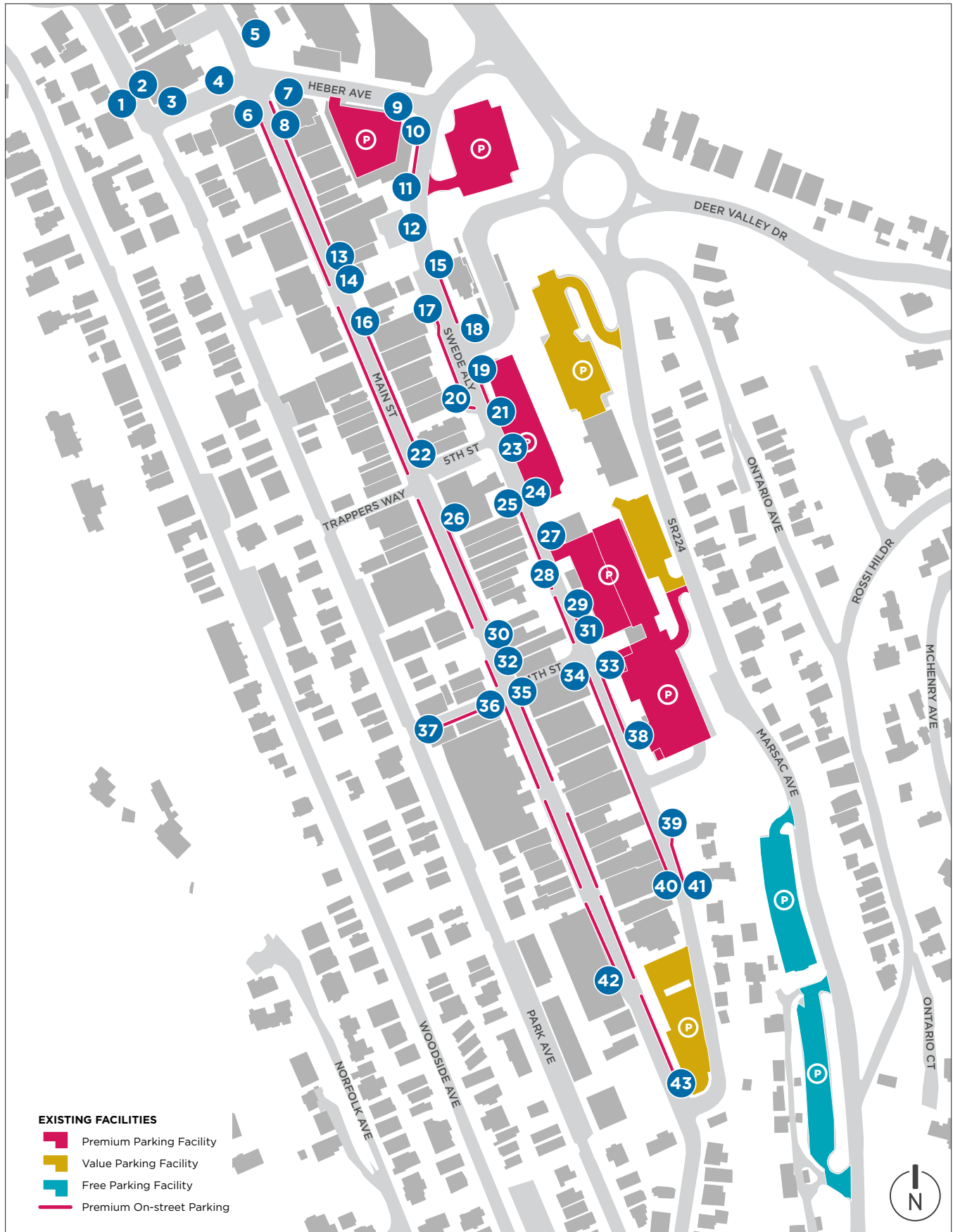


Parking Regulations and Loading

This map provides recommended locations for new signs that describe the proposed new on-street parking and loading regulations throughout downtown. Each sign is shown with a numbered circle, and a corresponding reference table with directional cues (**as if the sign were facing the street for the parking motorist**) is provided on the following page. Key elements of the signage approach include:

- Performance-based pricing: A central recommendation of the 2016 Parking Study was that downtown shift to a performance-based system, in which prices are varied across downtown to meet demand and ensure consistent availability. To that end, spaces on Main Street and in the lots/garages are designated as “Premium” and would have a higher hourly rate relative to the rest of downtown’s on- and off-street parking. New parking zones on Swede Alley (described above) would also be designated as “Premium” spaces when not used for loading. By pricing these spaces higher, demand would be better distributed to the “Value” or “Free” lots, which are often underutilized. By contrast parking along Park Avenue north of Heber Avenue would be “Value” parking.
- Hours and rates would vary depending on the time of year, and are likely better communicated on the website, via a smartphone app, and at the pay station itself, which all can be dynamically adjusted.
- Loading Zones: The map also describes the specific regulations for the proposed new loading zones on Main Street and Swede Alley. In general, loading activity would happen in the morning and early afternoon. A time of 6 a.m. to 2 p.m. is proposed, but could potentially be scaled back to 12 p.m., depending on the time of year and mid-day parking demand. After 2 p.m., the spaces would become “Premium” parking or “No Parking” zones.
- TNC/Taxi Zones: The map also describes the specific regulations for the proposed new taxi/TNC zones on Main Street and Swede Alley. A time of 10 a.m. to 10 p.m. is proposed for peak season, but could be adjusted to reflect lower demand in the off-season.

Parking Regulations and Loading



NOTE: Each sign is shown with a numbered circle, and a corresponding reference table with directional cues (as if the sign were facing the street for the parking motorist)

	Direction Cue #1	Direction Cue #2	Direction Cue #3
1	→ Value Parking Seasonal Hours Vary [also add Pay to Park sign]		
2	← Value Parking Seasonal Hours Vary [also add Pay to Park sign]		
3	→ Premium Parking Seasonal Hours Vary [also add Pay to Park sign]		
4	← Premium Parking Seasonal Hours Vary [also add Pay to Park sign]		
5	← Premium Parking Seasonal Hours Vary		
6	← Premium Parking Seasonal Hours Vary	→ No Parking	
7	← Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
8	→ Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
9	→ Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
10	← Premium Parking Seasonal Hours Vary	→ No Parking [also add Pay to Park sign]	
11	→ Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
12	SharedRide/Taxi Parking Only 30-Min. Limit		
13	→ Loading Zone for Shared Rides/Limos Only 10am-10pm	← Premium Parking Seasonal Hours Vary	
14	← Loading Zone for Shared Rides/Limos Only 10am-10pm		
15	→ Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
16	← Taxis Only 10am-10pm	→ Premium Parking Seasonal Hours Vary	
17	← Premium Parking Seasonal Hours Vary [also add Pay to Park sign]		
18	← Premium Parking Seasonal Hours Vary	→ No Parking [also add Pay to Park sign]	
19	→ Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
20	→ Premium Parking Seasonal Hours Vary [also add Pay to Park sign]		
21	← Premium Parking Seasonal Hours Vary	→ No Parking [also add Pay to Park sign]	
22	← Premium Parking Seasonal Hours Vary [also add Pay to Park sign]		
23	→ Premium Parking Seasonal Hours Vary	← No Parking [also add Pay to Park sign]	
24	← Premium Parking Seasonal Hours Vary [also add Pay to Park sign]		
25	← Loading Zone 6am-2pm	← No Stopping 2pm-6am	→ No Parking
26	← Loading Zone 8am-5pm	→ Premium Parking Seasonal Hours Vary	
27	← Premium Parking Seasonal Hours Vary	→ No Parking [also add Pay to Park sign]	
28	← Loading Zone 6am-2pm	← No Parking 2pm-6am	→ No Parking
29	→ Premium Parking 2pm-10pm	→ No Parking 6am-2pm	← No Parking [and add Pay to Park sign]
30	← Premium Parking Seasonal Hours Vary	→ No Parking [also add Pay to Park sign]	
31	← Premium Parking 2pm-10pm	← No Parking 6am-2pm	→ No Parking [and add Pay to Park sign]
32	← Premium Parking Seasonal Hours Vary	→ Loading Zone for Shared Rides/Limos Only 10am-2am [and add Pay to Park sign]	
33	→ Loading Zone 6am-2pm	→ No Parking 2pm-6am	← No Parking
34	← Loading Zone 6am-2pm	← No Parking 2pm-6am	→ No Parking
35	→ Premium Parking Seasonal Hours Vary	← No Parking	
36	← Loading Zone 6am-2pm	← Premium Parking 2pm-10pm	→ No Parking
37	← Loading Zone 6am-2pm	← Premium Parking 2pm-10pm	→ No Parking
38	→ No Parking	← Premium Parking 2pm-10pm	← No Parking 6am-2pm [and add Pay to Park sign]
39	→ Premium Parking 2pm-10pm	→ No Parking 6am-2pm [also add Pay to Park sign]	
40	→ Loading Zone 6am-2pm	→ No Parking 6am-2pm	← No Parking
41	← Premium Parking 2pm-10pm	← No Parking 6am-2pm [also add Pay to Park sign]	
42	→ Premium Parking Seasonal Hours Vary	← No Parking	
43	← Premium Parking Seasonal Hours Vary	→ No Parking	

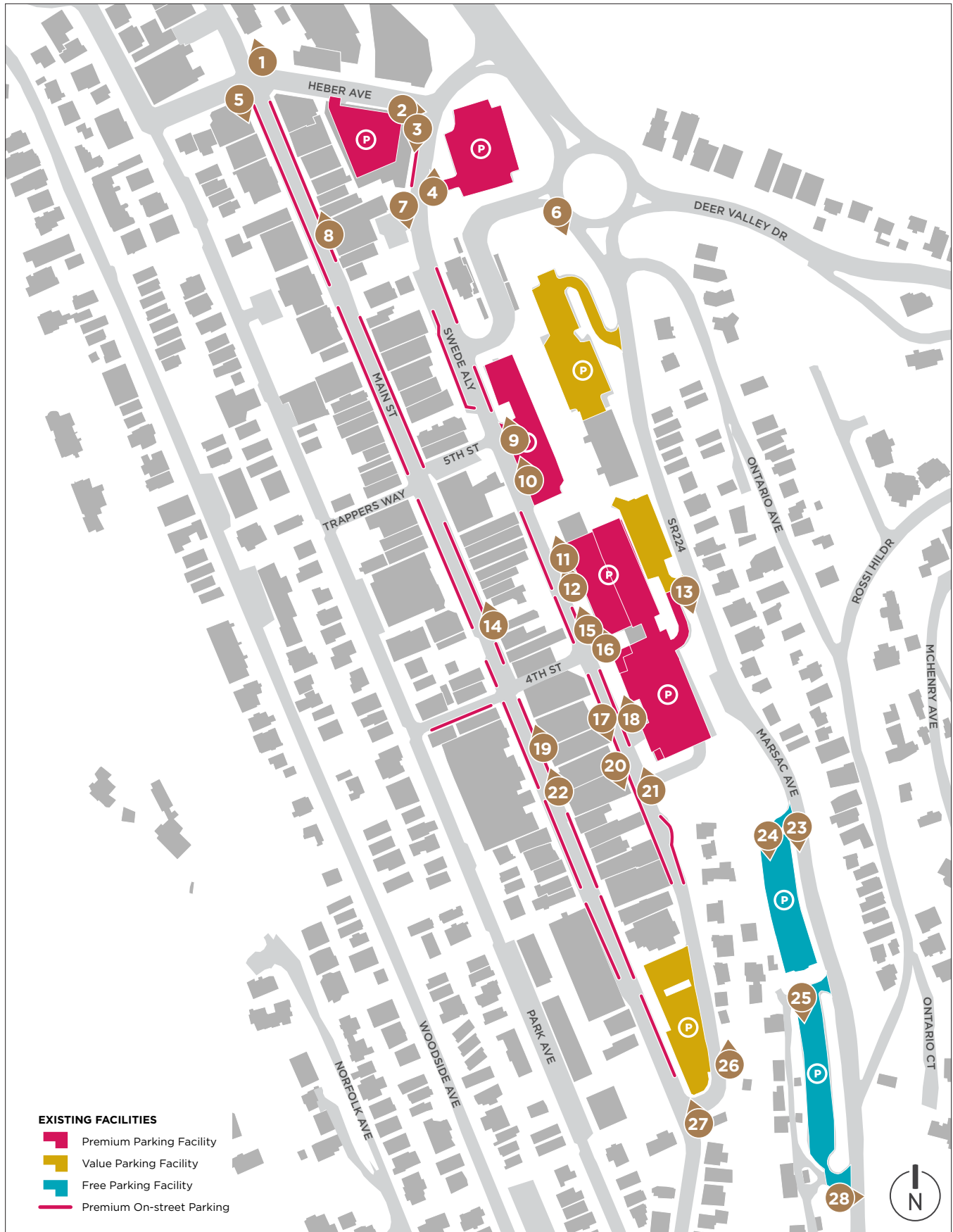
Parking Wayfinding

The map on the following page provides recommended locations for new wayfinding signage. The signs would be primarily oriented for pedestrians in downtown. The signs communicate the location of key parking facilities and their associated access points/pathways. Signage that clearly communicates the most direct, safe, and accessible path to Swede Alley parking garages and the Sandridge lots is essential to better distribution of parking demand in downtown to underutilized facilities.

Each sign is shown with a numbered circle, and a corresponding reference table with directional cues is provided on the following page. **The directional cues are oriented to an individual standing on the sidewalk and facing the direction of the small arrow.** The other side of the sign would have the reverse directional cues for pedestrian coming from the other direction.



Parking Wayfinding



NOTE: The directional cues are oriented to an individual standing on the sidewalk and facing the direction of the small arrow. The other side of the sign would have the reverse directional cues for pedestrian coming from the other direction.

	Direction Cue #1	Direction Cue #2	Direction Cue #3	Direction Cue #4
1	↖ Park Ave Value Parking	↓ Main Street Premium Parking		
2	↓ To Main Street	↓ Premium Parking (facing west)	↖ Long-Term Garage	↑ Value Parking Lots
3	← Transit Center Premium Long-Term Garage Value Parking Top Deck	→ to Main Street Premium Parking	↑ Value Parking Lots	
4	→ Premium Flag Pole Lot			
5	↑ to Swede Alley Long-Term Garage Value Marsac Lots	↔ Main Street Premium Parking		
6	↑ Value Parking Lots	→ Main Street		
7	↖ Walkway to Main Street			
8	→ Walkway to Swede Alley	→ to Flag Pole Lot		
9	→ Premium Bob Wells Lot	↑ Value Parking Lots		
10	→ Stairs to Marsac Ave.	→ Marsac Value Lots		
11	→ Premium Long-Term Garage Value Parking Top Deck	↖ Value Marsac Lots	↖ Free Sandridge Lots	
12	→ Long-Term Garage	↑ Elevator to City Hall Lot		
13	→ City Hall Value Parking Long-Term Garage	↑ Free Sandridge Lots		
14	→ Walkway to Swede Alley	→ Parking Garage & Lots		
15	→ Premium Long-Term Garage Value Parking Top Deck	↖ Value Marsac Lots	↓ Free Sandridge Lots	
16	→ Long-Term Garage	→ Stairs to City Hall Lot & Marsac Ave		
17	→ Walkway to Main Street			
18	→ Premium Long-Term Garage Value Parking Top Deck	↑ Value Marsac Lots	↓ Free Sandridge Lots	
19	→ Walkway to Swede Alley	→ Parking Garage & Lots		
20	→ Walkway to Main Street			
21	↑ Premium Long-Term Garage Value Parking Top Deck	↑ Value Marsac Lots	→ Free Sandridge Lots	→ Stairs to Sandridge Lots
22	→ Walkway to Swede Alley	→ Parking Garage & Lots		
23	↑ Free Parking Lower Sandridge Lot	→ Free Upper Lot		
24	↑ Stairs to Main Street			
25	↖ Stairs to Main Street			
26	↑ Stairs to Sandridge Lots			
27	↑ Main Street Premium Parking	→ Free Sandridge Lots	→ Long-Term Garage	← Free Sandridge Lots
28	↑ Free Parking Upper Sandridge Lot	→ Free Parking		