



**Park City and Summit County Joint Transit Advisory Board**  
**October 20, 2020**

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**NOTICE OF ELECTRONIC MEETING & HOW TO COMMENT VIRTUALLY:**

This meeting will be an electronic meeting without an anchor location as permitted by Utah Code Open and Public Meetings Act section 52-4-207(4) as amended June 18, 2020, and Park City Resolution 05-2020, adopted March 19, 2020. The written determination of a substantial health and safety risk, required by Utah Code section 52- 4-207(4) is attached as **Exhibit A**. Board members will connect electronically. Public comments will be accepted virtually as described below.

To comment virtually, raise your hand on Zoom. For more information on participating virtually and to listen live, please go to [www.parkcity.org](http://www.parkcity.org).

**Exhibit A: Determination of Substantial Health and Safety Risk:**


It is determined that conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location.

Utah Code section 52-4-207(4) requires this determination and the facts upon which it is base, which include:

- The percent of positive COVID-19 cases in Utah continues to rise
- Positive cases from testing continue to increase and the number of COVID-19 patients in Utah hospitals have also increased
- Summit County has a significant rise in COVID cases.

This determination is valid for 30 days, and is set to expire on November 15, 2020.

Dated October 15, 2020

  
\_\_\_\_\_  
Kim Fjeldsted, Transit Manager



## MEETING AGENDA

### **Park City and Summit County Joint Transit Advisory Board**

**MEETING DATE:** October 20, 2020  
**TIME:** 9:00 am – 10:30 am  
**LOCATION:** **ATTENTION:** This meeting will be an electronic meeting as permitted by Park City Open and Public Meeting Resolution 18-2020, adopted March 19, 2020. This meeting will not have an anchor location will connect remotely. If you are interested in listening and/or giving public comment remotely, please go to <https://us02web.zoom.us/j/81894366244>

1. Roll Call
2. Adopt Electronic Meetings Determination
3. Public Comment /Customer Feedback

Feedback on items not listed on the agenda. To allow time for others, please limit your comments to no more than two minutes per person. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

4. Consent Items

None

5. Discussion Items

- a. Consideration to Approve the JTAB Meeting Minutes from September 15, 2020.
- b. Quinn's Junction Park and Ride Overview (John Robertson)
- c. Bus Shelter Design Update (John Robertson)
- d. Operational Updates (Kim Fjeldsted)
- e. Agenda Items for upcoming meetings
  - i. 2021 meeting schedule

6. Next Meeting

Tuesday, November 17, 2020

#### 2020 Meeting Schedule

All meetings start at 9:00am and will be held via conference call until further notice (Dates, times, locations subject to change. Additional meetings may be added)

- Tuesday, November 17, 2020
- Tuesday, December 15, 2020



For those individuals with a disability who require a modification or accommodation in order to participate in the public meeting, please contact Kim Fjeldsted at (435) 615-5351 or [kim.fjeldsted@parkcity.org](mailto:kim.fjeldsted@parkcity.org) or Caroline Rodriguez at (435) 336-3113 or [crodriguez@summitcounty.org](mailto:crodriguez@summitcounty.org)

**Utah Open Meeting Law Compliance**

Notice of this meeting has been given no less than 24 hours public notice of this meeting.



**Joint Transit Advisory Board (JTAB)  
September 15, 2020 Meeting Minutes**

**Advisory Board Members in attendance:**

**Summit County**

Councilwoman, Kim Carson  
Councilman, Chris Robinson

**Park City**

Councilman, Tim Henney  
Councilman, Steve Joyce

**Summit County Staff**

Tom Fisher  
Caroline Rodriguez  
Jamie Dansie

**Park City Staff**

Matt Dias  
Sarah Pearce  
Kim Fjeldsted  
Jerry Benson  
Vinny Nguyen  
Scott Burningham  
Robbie Smoot  
Alexis Verson  
Andy Stevenson  
Cindy Stockley

**I. ROLL CALL**

Upon confirmation that quorum connected to the Zoom meeting, the meeting was called to order by Mrs. Fjeldsted at 9:04 am. All in attendance were recorded and announced by Cindy Stockley.

**II. ELECTRONIC MEETING DOCUMENTATION**

Read by Kim Fjeldsted

**III. PUBLIC COMMENTS:**

**DISCUSSION ITEMS**

**A. Review/Acceptance and approval of the August 24, 2020 meeting minutes**

**B. Winter Service Staff Recommendation Presentation (Scott Burningham)**

Staff is recommending a 35% service reduction for the winter 2020-21 seasons. The goal of these recommended cuts is to find efficiencies in the system to mitigate the financial impacts of COVID-19 while still providing an adequate level of transit service. This recommendation came about after careful consideration of the following factors:

- Economic implications of COVID-19 on the transit system and its revenue sources (city and county).
- Transit dependent populations.
- Ridership, route utilization, and operational considerations.

Park City Transit staff has utilized several factors to anticipate the transit service needs this winter while finding efficiencies and savings to ensure the transportation fund's future fortitude. The changes proposed to JTAB would result in a 35% reduction in service and a combined savings of approximately \$2 million for the county and city.

**Councilman Steve Joyce**-Recommended staff work with businesses to change their employee schedules to give them the minimum service to get their employees to work.

**Councilwoman Kim Carson**-Reminded board that this is a temporary reduction in service due to reduced ridership due to Covid-19. County will be reevaluating the service. County and city reduced service by 35% because the funding is not available.

**Councilman Chris Robinson**- The changes to the Pink did not have any cost savings, Mr. Burningham advised it was adjusted to be more accurate and reliable, there were no cost savings on the Pink line.

**Kim Fjeldsted**-We did speak with resorts. They will not be hiring as many J1's and out of state employees but will still have those employees in the workforce this season.

**Public Comment:**

**Karen Swan**-Would like the city to review the Pink line bus schedule.

**Melissa Renschler & Joseph Mattioli with Montage Resort**-Appreciated city/transit team going over the recommended changes, we made compromises to help. Melissa and I reviewed our morning schedules and Montage will try to adjust employee schedules to 6:30 am-9:00 am which will give transit 30 minutes back. Our resort is projecting 60% occupancy for this winter, which is about a 15% reduction in occupancy.

**Victoria Schlaepfer with Deer Valley**-Thanked Kim and Scott for working through the schedules on the Orange and Purple. Employees depend on both routes. She is concerned about overcrowding on the buses.

**James Middleton**-Resident of Silver Summit wanted to thank everyone involved with taking the time to do surveys.

**Sue**-Thank you for keeping the Red line, but concerned about overcrowding during peak season.

**Kim Fjeldsted**-We will be monitoring the service regarding increased ridership. City does not have social distancing in place but they will need to wear a mask.

**Councilman Tim Henney**-We need to be flexible with the service until we know what we are looking at this winter.

**Paul Anderson**-Resident of Silver Springs wanted to thank you for keeping the route. Thank you for the process and listening to residents. Suggests streamlining the 7 Pink, it goes from the 7-11 transit center to Grand Summit then goes back down to 7-11 transit center. Running adjacent to the Canyon Cabriolet and it is a redundant service. Not sure if it accommodates ADA riders.

**Caroline Rodriguez**-Thank you for the comments we will be analyzing all routes. The service runs in the winter as an on-demand service. It is a highly utilized route, up and down Canyons Resort Drive. **Ben Olson**- Resident of Silver Springs appreciated the decision to maintain the Silver Springs service.

**Councilman Chris Robinson**-Thank you for all the work he approves the changes.

**Councilman Steve Joyce**-Commended the staff for all the work on proposed changes. It looks like we got a lot of public comments. Councilman Joyce would like to make sure we continue to work with the resorts and restaurants and they work with us to modify their thinking to help meet the accommodations we are offering.

**Councilman Tim Henney**-He appreciates all the work, and thinks we need to take advantage of this Covid-19 time and figure out the transit system we want and not just adjusting the old routes.

**Councilwoman Kim Carson**-Thank you to all the staff members for all the work put into helping meet the request for a 35% reduction in service and cost goal. Reminds board that this is a temporary reduction, when we come back to full capacity it will be better.

**Emily Elliott**-Appreciate the work, but would like us to reconsider partial service for the Blue line as residents utilize service during ski season.

**Caroline Rodriguez**- Thanked everyone that worked on the survey. Appreciates the way Park City staff shared the results with JTAB.

**Kim Fjeldsted**-Asked to have the proposed schedule recommendation approved, it was approved unanimously. Park City staff will take the recommendation to Park City Council . Changes will start going into effect November 15, 2020.

**C. Regional System Discussion (Councilwoman Kim Carson)**

The county council had a work session to present a proposed contract to move forward with the study of county routes within their county jurisdiction. County's goal is to have routes established under the county regional transit district by June 30, 2021. The discussion will include Wasatch County and surrounding areas and improve the connection to Salt Lake Valley.

**D. Bus Shelter improvements recommendations (Alexis Verson and Jamie Dansie)**

Reviewed methodology and prioritized list of the top 10 bus stops identified for improvement in 2021. Staff recommends moving forward with improving the proposed ten bus stops using the awarded 2018 Federal Transit Administration (FTA) grants funds (approximately \$2,000,000), along with local match dollars.

City and county staff conducted a thorough and iterative process to create a comprehensive and prioritized list for improvements based on the Bus Stop Inventory and Accessibility Study provided to the JTAB meeting on June 16, 2020, plus qualitative analysis and input from transit staff. Based on the study's findings, bus stops were graded by the Americans with Disabilities Act (ADA) accommodation, rider amenities, and boarding numbers. Staff prioritized the list based on the lowest (worst) ADA grades coupled with the highest boarding numbers. Then staff conducted a visual survey of those stops to determine which would benefit the most from flatwork improvements. Some stops were ruled out that already had shelters and a decent hard surface waiting area, and other stops with lacking amenities were prioritized above them.

**Councilman Steve Joyce-** Asked for clarification on the grades and cost. He likes the decision of the top 10 and would like the others to be researched if they will not be included in the core strategy.

**Alexis Verson-** Agrees that we need to look at each stop and what makes sense about updated stops that might not be utilized in the future.

**Councilman Tim Henney-** Agrees would like the stops to be analyzed and what the future system looks like before we spend the money.

**Jamie Dansie-**We focused on ridership. Stop may meet all the criteria and get an A grade, has ADA accessibility at the stop but the bus cannot get to. They considered the bus stop practicality as well as the score to make the best decision.

**Councilwoman Kim Carson-**Agrees with the method of looking at the practicality of each stop in addition to the score.

**Caroline Rodriguez-**County is comfortable moving forward with the 10 proposed stops and agrees that we need to analyze others before improvement.

**Councilman Steve Joyce –** Wanted to enter a public comment from Charlotte asking if the county will be considering adding Coalville into their regional plan.

**Carline Rodriguez-**At this time it will not be included, but it will be considered at a later date.

**Sarah Pearce-**Advised that city will be taking the proposed changes to the council and will allow public comments at the September 22 city council meeting.

**Councilwoman Kim Carson-**Asked about JTAB packet not being visible to the public.

**Andy Stevenson-**Advised that the meeting packet was posted on the Park City Transit and Utah Public Notice websites. Starting next month the agenda and packet will be available on the City's public meetings webpage.

#### E. COVID-19 Update (Kim Fjeldsted)



Park City was granted CARES ACT money from the FTA, \$5.8 million in operating assistance and \$379,000 in administration expenses. The expenses we can claim start as of 1/20/20 with no expiration on the funds. Park City Transit submitted its first request for \$3.6 million eligible expenses for reimbursement. Park City Transit will apply a credit for eligible expenses on the invoices and will bill the county for non-eligible expenses.

**Meeting adjourned at 10:40 am**

**Next meeting:**

Tuesday, October 20, 2020 at 9:00 am

Respectfully Submitted:

*Cindy Stockley-Park City, Transit Department, JTAB Recorder*

DRAFT



## MEMORANDUM

**Date:** October 20, 2020  
**To:** Park City Transit Joint Transit Advisory Board  
**From:** Alexis Verson, Transportation Planner, Park City Municipal Corporation  
John Robertson, City Engineer, Park City Municipal Corporation  
**Subject:** Quinn's Junction Park and Ride Overview

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### Recommendation

Review the following report for a background and work to-date for the future Quinn's Junction Park and Ride Facility.

### Project Background

Park and Ride facilities have long been a regional strategy to intercept automobile traffic at Park City's gateway corridors. The ultimate goal is to provide seamless and efficient transit options to residents and visitors and reduce vehicle miles traveled, and SOVs in the area.

- Park and Ride facilities at SR-224 and SR-248 were identified by Summit County and Park City as one of several regional transportation strategies for the Transportation Sales Tax (TST) initiative during its development.
- Summit County pursued a facility at the SR-224 gateway (Ecker Hill Park and Ride) and Park City was tasked with a facility at the SR-248 gateway (Quinn's Junction area).
- Park City Staff was directed to locate parcels that required limited land acquisition, and low construction costs that could accommodate a quick-build scenario (limited planning and design, development costs, and timeframe).
- Staff pursued two UDOT parcels adjacent to the I-40 – SR248 interchange (only requiring a lease agreement and no purchase price), and reevaluated the existing Richardson Flat Park and Ride facility in the area.

### Project Timeline

The background of the Quinn's Park and Ride project development:

- In [November 9, 2017](#), staff presented a programmatic update to the Park City Council that included local and regionally significant transportation projects. The park and ride improvements on SR-248 were included and supported in this update.
- On May 24th, 2018, Park City staff issued an RFP for the park and ride site evaluation and design and posted in all of the usual outlets.
- In 2018, Park City was awarded funding from the regional sales tax initiative for the analysis and design of a Quinn's area park and ride.
- On [February 25, 2019](#), Park City Council approved the contract with AECOM to begin the analysis and design work on a facility at that junction.
- Staff and AECOM led a Fatal Flaws Analysis to determine opportunities, constraints, and costs associated with three parcels (including retrofitting the existing Richardson Flat lot).
- On [August 29, 2019](#), staff provided a staff communications on the progress of this project, including the [Fatal Flaws Analysis](#) results, and indicated the intent to pursue the current Frontage Road parcel at Quinn's Junction.
- On [October 2, 2020](#), staff presented to Summit County Council on the Fatal Flaws Analysis and next steps. Concerns were verbalized about the location, and that a park and ride facility in Wasatch County may be a better option. PCMC staff determined a build scenario in Wasatch County would not be pursued.
- As of September 2020, the park and ride facility is approaching 90% design.



Figure 1 Parcel Evaluation Process for a Park and Ride Facility

### Funding Sources

Funding for the fatal flaws analysis, design work, and construction management comes from the Transportation Sales Tax (TST) initiative. PCMC was awarded \$405,000 in 2018 for a US40 – SR248 Park and Ride intercept lot by Summit County. The remaining funding, \$13,945, comes from the Transit Fund, approved in the FY2018 City Manager Budget.

In addition and importantly, Park City has been awarded approximately \$3.9M from the Federal Transit Authority (FTA) through UDOT to construct the facility at this location. Local match dollars will be required and will come from various funding sources.

### Ensuring a Successful Project

Several factors are required for any park and ride to be successful:

- Fast and frequent transit service on the SR-248 corridor into town
- In-town parking pricing that deters vehicle trips into the core
- Easy and visible access to the park and ride facility

Transportation Planning Staff is working closely with UDOT to implement a near-term solution for transit priority on SR-248. Because the project identified in UDOT’s Environmental Analysis (a consistent 5 lane cross section) was not widely supported by elected officials and the Community, Staff and UDOT has identified a short term solution. UDOT will resurface SR-248 in 2021, and restripe the corridor to accommodate a shoulder running bus lane on the north side (westbound/inbound) from the proposed park and ride facility to Bonanza Dr. similar to what is currently seen on SR-224. This allows for dedicated transit priority into town from this park and ride facility.

### Considerations

- At project inception, Council prioritized land and facility costs, ability to deliver a usable facility within a short time period, and proximity to a SR-248.
- A park and ride facility at this node will be best utilized if served by frequent transit with a dedicated corridor to avoid SR248 congestion during peak periods.
- Staff also felt an analysis of the existing Richardson Flat facility was warranted to determine if any cost savings could be achieved by retrofitting it (the Fatal Flaws Analysis determined that was not possible).
- Based on the parameters at the time, three parcels were selected for analysis.
- The facility currently being designed will cost about \$2.54M if constructed in 2021.
- Transit currently services the Quinn’s Junction area regularly with the Red line; changes and express routes will service the new park and ride facility and terminate at major destinations in town.

## Design

The facility includes approximately 470 parking stalls, newly designed bus shelters, and will comply with the City's electric vehicle (EV) charging ordinance, dedicating 10% of stalls to accommodate charging for EV's. The parcel is also designed to accommodate a future Summit Bike share station and kiosk, and water and power will be stubbed for future structures including end-of-line facilities for drivers, a potential transit hub, and a maintenance shed.

After discussions with the Summit County Planning Department in fall 2019, there are no current efforts/plans to realign the frontage road (Old Highway 40) at this time. A Traffic Impact Study, currently underway, will determine future demand to this facility – including during winter days and peak events like the Sundance Film Festival – and will make recommendations on needed changes to items like turning pockets and intersection striping improvements.

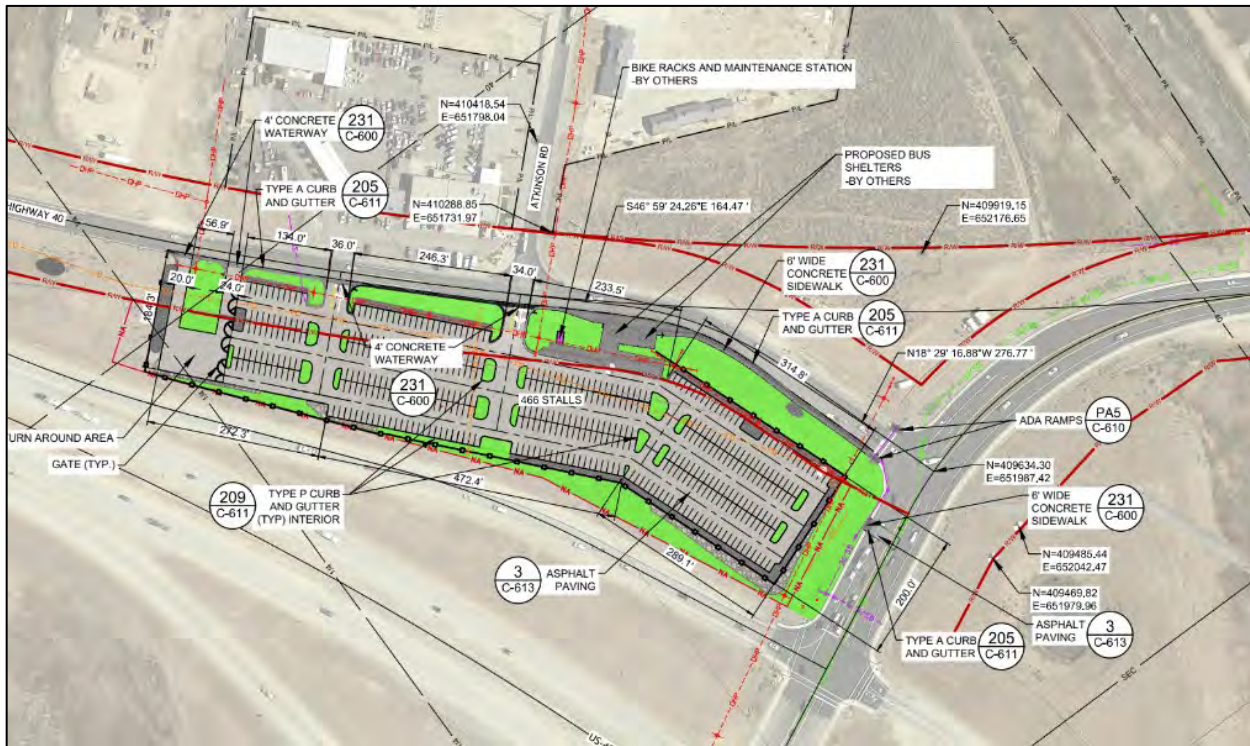


Figure 2 Quinn's Junction Park and Ride 60% Design

## Next Steps/Timeline

The project is approaching 90% design. The project is intended to be ready to bid in January 2021, and construction is slated for March through September 2021. In fall 2021 native trees, shrubs, and grasses will be established – giving this facility a similar look at feel to the Ecker Hill Park and Ride Facility.

The Richardson Flat Park and Ride will still remain intact, and discussions should take place about the future use of that facility. Staff assumes this lot will still be activated during large events like the Sundance Film Festival, and other peak event/winter days as needed.



## MEMORANDUM

**Date:** October 20, 2020  
**To:** Park City Transit Joint Transit Advisory Board  
**From:** Alexis Verson, Transportation Planner, Park City Municipal Corporation  
**Subject:** Bus Shelter Design Update

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### Recommendation

Review the following report for an overview of the bus shelter standards and designs in development by Park City.

### Project Background

PCMC, in partnership with Summit County Transportation Planning, is phasing bus stop and bus shelter improvements throughout Park City and Summit County. Many existing bus shelters are outdated, may not meet ADA standards, and do not reflect the community's sense of place. The phased approach will address ADA flatwork improvements needed system wide, and can also include bus shelters and other amenities on a site by site basis or as a phased approach. The deliverable of this project is the creation of final design standards and bid documents for new shelters and amenities that emulate the historic character and small mountain town nature of the area.

[A study](#) led by the Utah Department of Transportation (UDOT) indicates that improved bus stops are associated with a statistically significant increase in ridership and a decrease in paratransit demand (as ADA passengers can better utilize existing services). Improved bus stops saw ridership increases that were 92% *higher* than increases at stops that remained unimproved.

Improving bus shelters and adding amenities can help garner additional ridership, and continue to cultivate the positive experiences that Park City Transit riders have. By having defined bus shelter standards, PCMC can require or suggest that private developers also utilize the designs to ensure continuity and ADA compliance system-wide.

### Project Goals

The project team has identified the following goals for new bus shelter standards:

1. Emphasize and connect with the area's mining history
2. Use naturalistic materials to represent the mountain community and surrounding landscapes
3. Create shelters that can be sized up or down (modular design) that promote and attract ridership

### Shelter Design

The shelter designs balance the mountain/mining town feel of Park City and the surrounding region, with the need to have structures that are durable and can withstand extreme weather conditions and snow/salt. Please see **Exhibit A** for more details on the design standards, materials, and amenities. Several design ideations were reviewed by the team, and ultimately the package that fit best in our community and could withstand snow loads well was selected.

The shelter materials will include steel, sustainably harvested wood, polycarbonate panels (more durable and easier to replace than glass), and cast-in-place concrete.



While it is not anticipated that every stop should or can accommodate a shelter, the modular design allows for placement of shelters in constrained ROW areas, or allows for large footprints to accommodate stops that see high ridership numbers and utilization.

All shelters will be designed to accommodate solar panels and batteries, next bus technology, and can house interactive touch screen kiosks as the transit team moves forward with innovative technologies in the future.

### **Funding**

The funds to develop these standards came from PCMC's Transit Fund and Walkability Bond funding. Future system-wide bus stop and shelter improvements will come from a variety of sources including the Transportation Sales Tax initiative and Federal Transit Authority (FTA) funding for transit improvements.

### **Next Steps**

The shelter standards (at 90% design) and the bid package being prepared by the consultants is under review by the City's engineering team, and will be ready to advertise as soon as January 2021, if Staff would like.

The engineering standards and material list will be available to private developers to utilize at the same time.

Separating the shelter bid package from any site-specific flatwork will allow bids by qualified contractors well versed in this type of installation – those are generally different than ones specializing in concrete, asphalt, and other flatwork associated with bus stop improvements. Retaining a contractor for shelters fabrication specifically, will allow for a long-term relationship with a qualified company.

### **Exhibits**

**Exhibit A** – Bus Shelter Design Explanation

## PARK CITY BUS SHELTER DESIGN GOALS:

1. EMPHASIZE AND CONNECT TO THE MINING HISTORY OF PARK CITY.
2. USE NATURALISTIC MATERIALS TO REPRESENT THE SURROUNDING LANDSCAPE.
3. CREATE A (SMALL, MEDIUM, AND LARGE) SHELTER DESIGN THAT PROMOTES AND ATTRACTS RIDERSHIP.

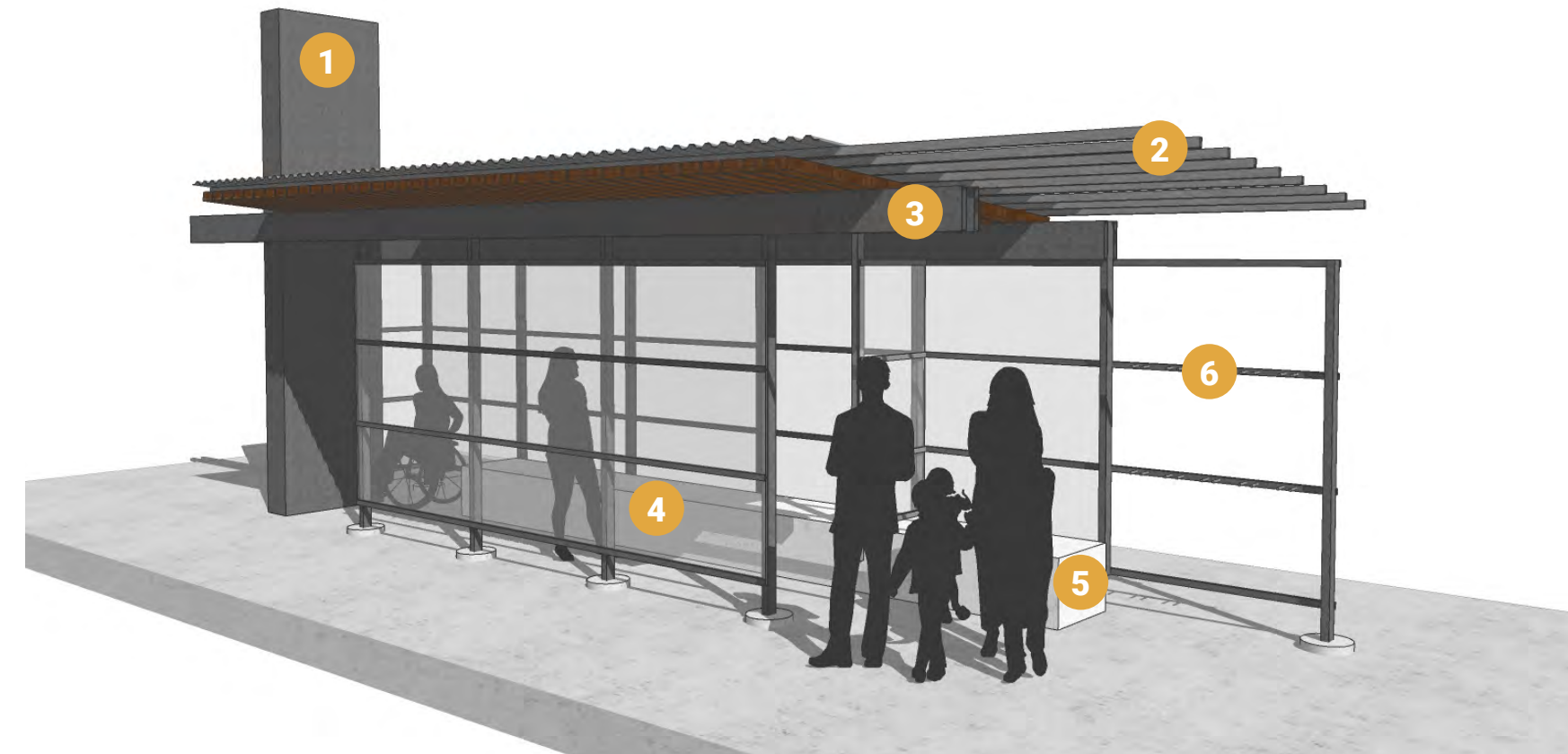
## PRECEDENT RELATING TO ALL THREE GOALS:

PETER ZUMTHOR'S MINING MUSEUM



PETER ZUMTHOR'S MINING MUSEUM WAS THE BASIS OF OUR DESIGN. HE USES NATURALISTIC MATERIALS TO CONNECT WITH THE SURROUNDING LANDSCAPE WHILE USING EXPRESSIVE STRUCTURAL ELEMENTS TO ATTRACT ATTENTION TO THE SHELTERS. WHEN VIEWING THIS DESIGN ONE IMMEDIATELY NOTICES THE **LAYERING OF THE STRUCTURAL ELEMENTS**, WHILE AT THE SAME TIME THE SHELTER READS COHESIVELY WITH THE SURROUNDING LANDSCAPE.

## HOW THIS TRANSLATES INTO THE BUS SHELTER:



- 1 STOP MARKER
- 2 PURLINS
- 3 GIRDERS
- 4 INDOOR SEATING
- 5 OUTDOOR SEATING
- 6 SKI RACKS

PETER ZUMTHOR'S USE OF LAYERING STRUCTURAL ELEMENTS AND NATURALISTIC MATERIALS WAS TRANSLATED INTO THE PARK CITY BUS SHELTER IN THREE WAYS.

1. WE USED THE LAYERING OF STRUCTURAL ELEMENTS IN THE ROOF DESIGN TO ASSIST WITH DEFINING THE DIFFERENT SPACES WITHIN THE SHELTER. THE WOOD DEFINES THE SEATING INSIDE THE SHELTER, WHILE THE EXTENSION OF THE PURLINS AND GIRDERS DEFINE THE OUTDOOR SEATING AND SKI RACKS. WITHOUT THIS EXTENSION OF ELEMENTS, THE OUTDOOR SEATING AND SKI RACKS WOULDN'T BE CONNECTED TO THE SHELTER AND WOULD READ AS IT'S OWN ENTITY.
2. WE USED MOSTLY STEEL AND WOOD TO EMPHASIZE THE "MINING THEME" WHILE INCLUDING THE IDEA OF NATURALISTIC MATERIALS.
3. LASTLY, THERE WERE MANY COMMENTS OF WANTING A STOP MARKER TO HELP PROMOTE AND DRAW ATTENTION TO PARK CITY'S PUBLIC TRANSPORTATION. THE VERTICAL ELEMENT WILL HAVE PARK CITY'S LOGO MOUNTED AT THE TOP WHILE BELOW WILL HAVE THE TRANSPORTATION MAP (ON BOTH SIDES).



REV	DATE	DESCRIPTION

SUBMITTAL

90%  
SUBMITTAL

SEAL

CONSULTANT

**AECOM**

756 East Winchester Street  
Suite 400  
Salt Lake City, UT 84107  
Phone: (801) 904-4000  
Fax: (801) 904-4100

CLIENT



Designed By:  
S. HEIMSTEAD

Drawn By:  
S. HEIMSTEAD / B. OLSON

Checked By:  
J. DOYLE

Approved By:  
J. JACOBSON

PARK CITY BUS SHELTER IMPROVEMENTS

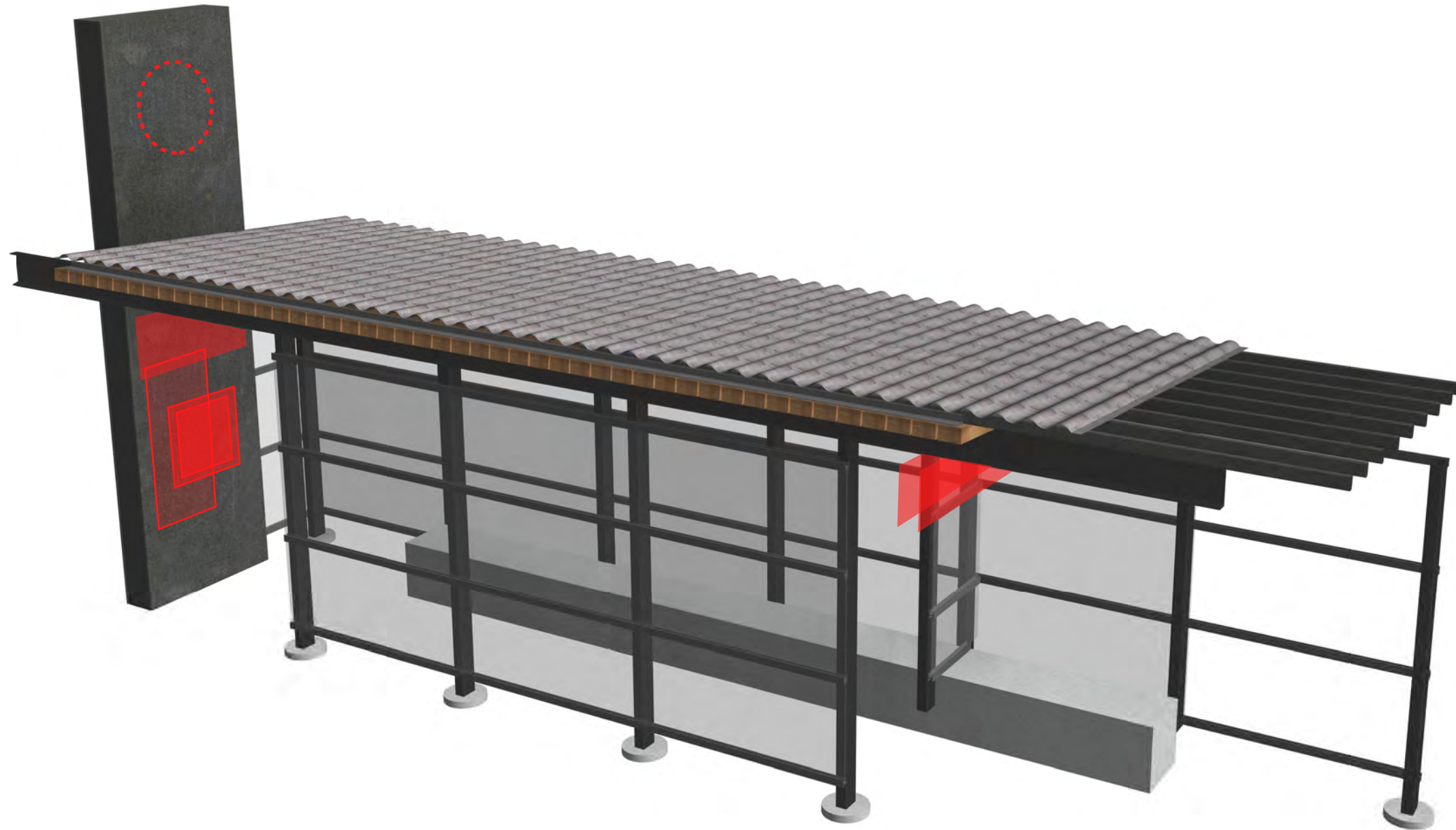
Submittal Date: 8/21/2020

Contract No: 60605663

PERSPECTIVES

Alignment: Sheet No:  
16 A-501

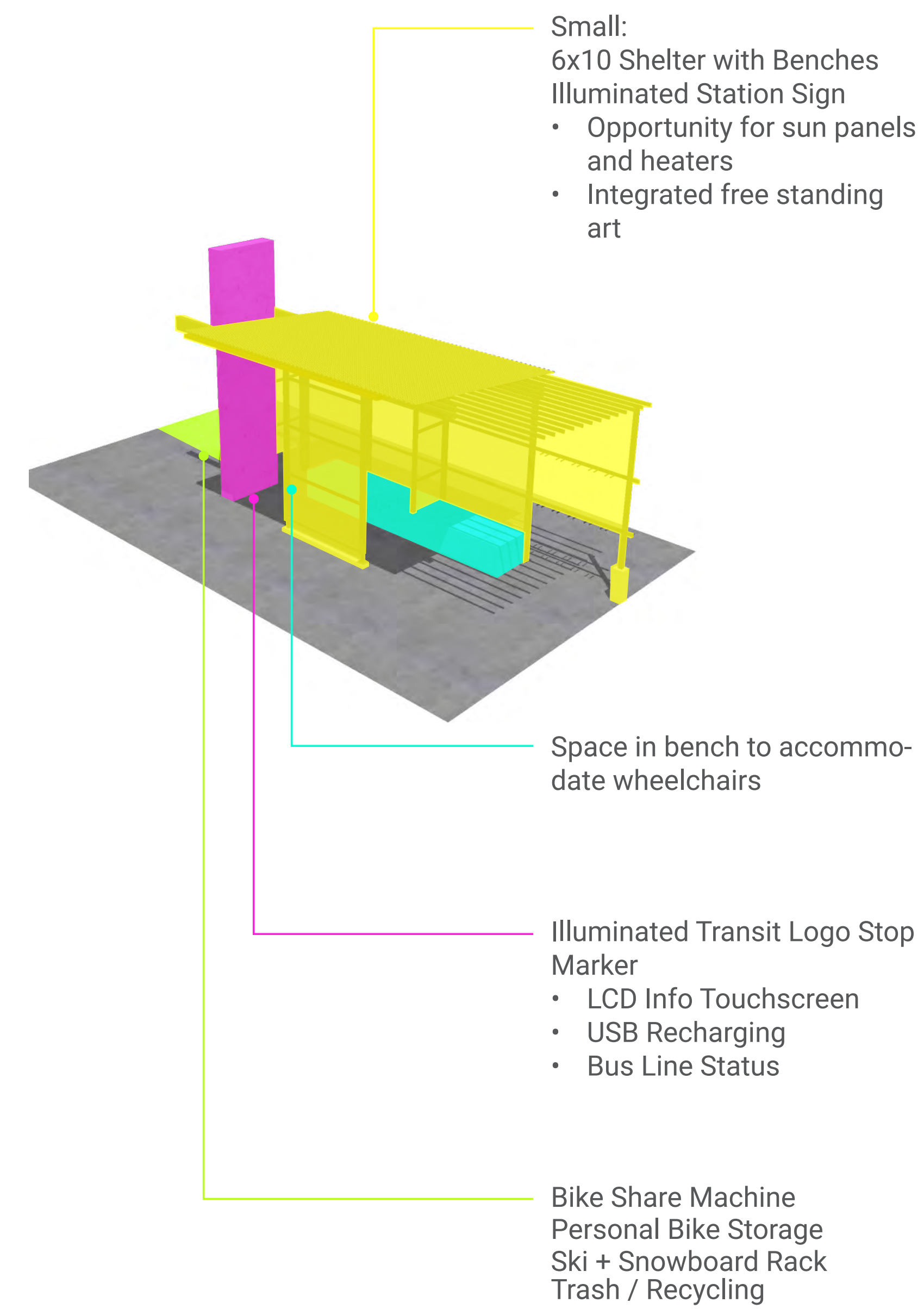




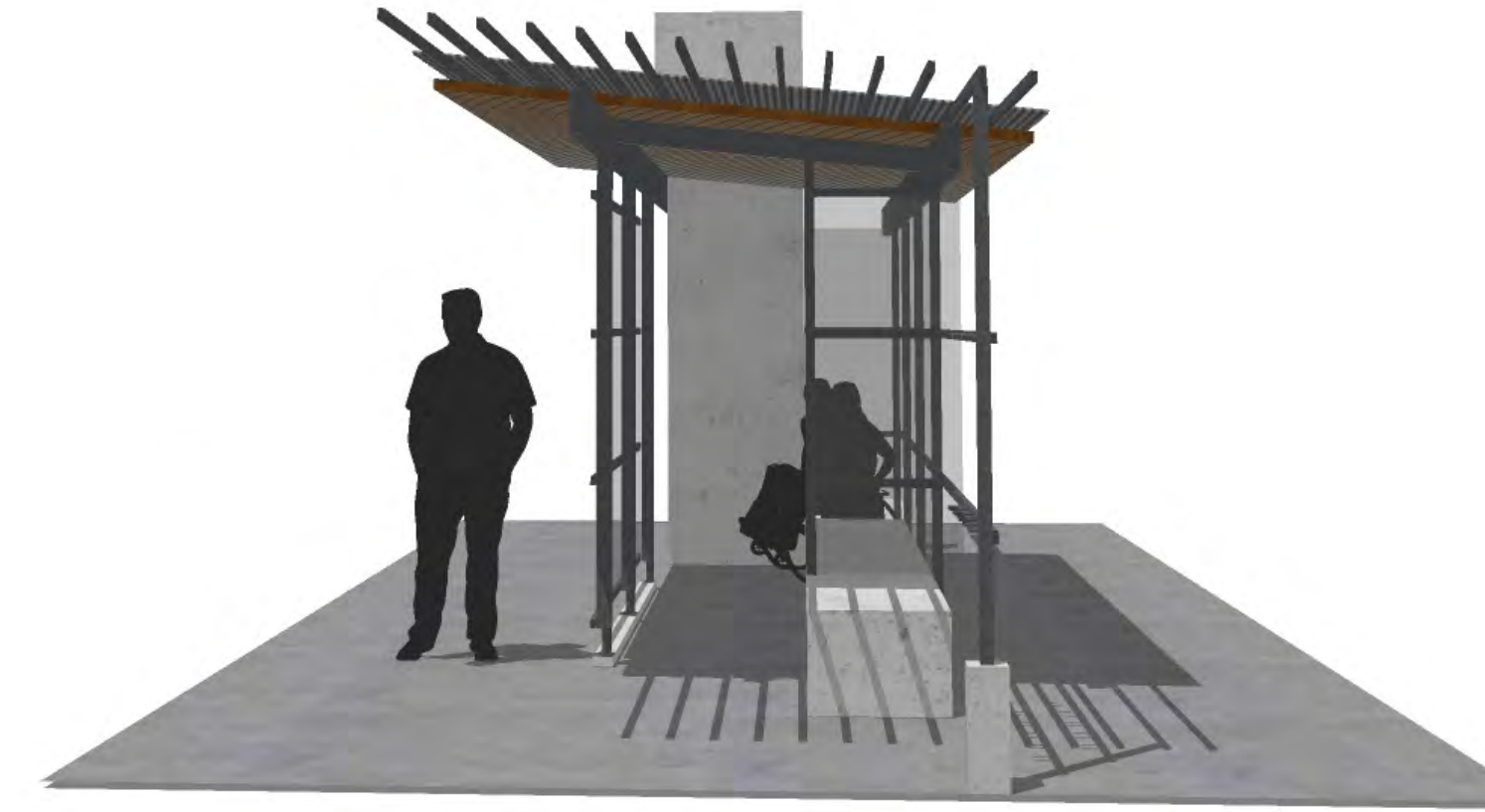
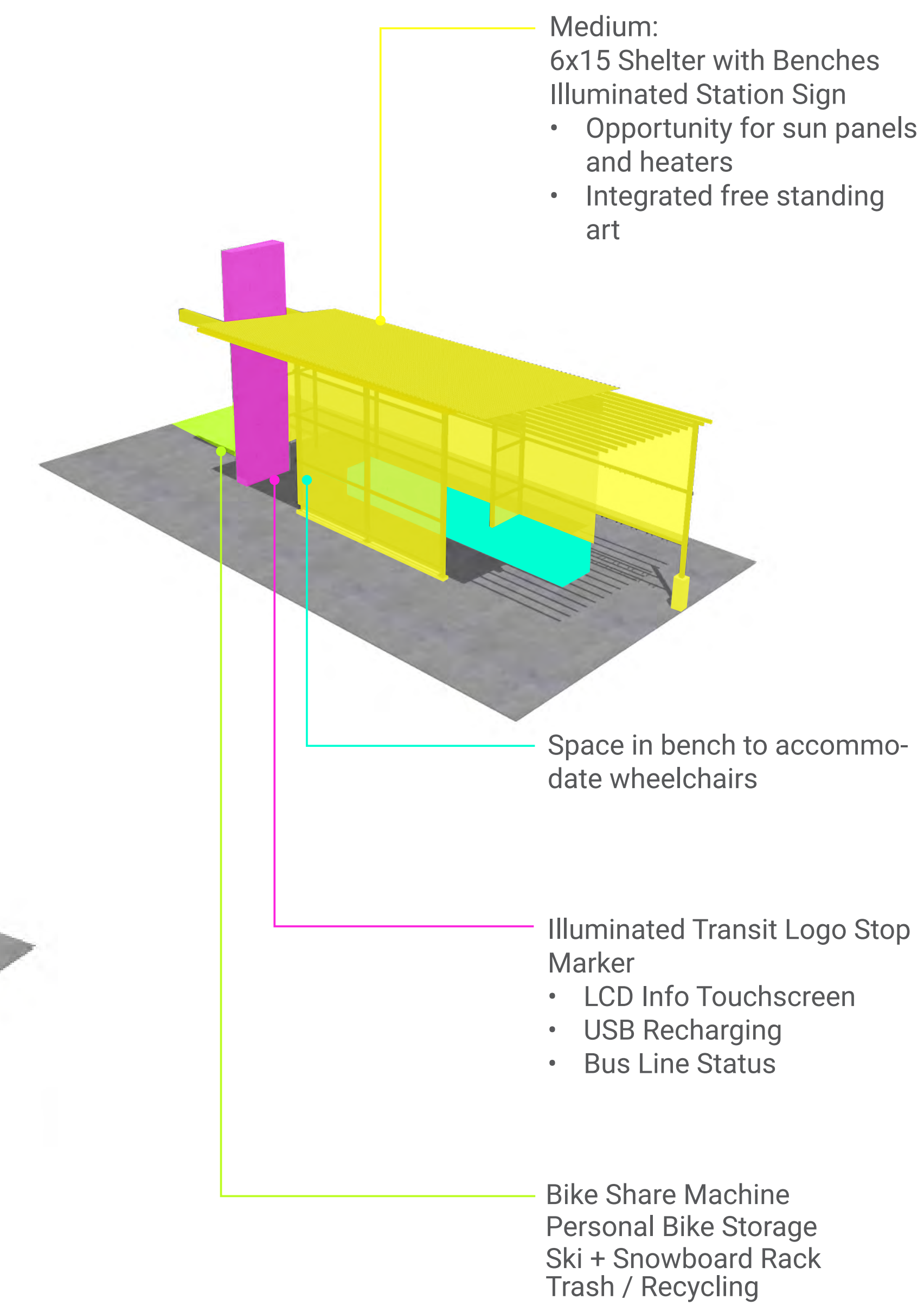
① AERIAL VIEW

		SUBMITTAL	SEAL	CONSULTANT	CLIENT	Designed By: S. HEIMSTEAD	PARK CITY BUS SHELTER IMPROVEMENTS	Submittal Date: 8/21/2020	
		90% SUBMITTAL		<b>AECOM</b>		Drawn By: S. HEIMSTEAD / B. OLSON		Contract No: 60605663	
				756 East Winchester Street Suite 400 Salt Lake City, UT 84107 Phone: (801) 904-4000 Fax: (801) 904-4100		Checked By: J. DOYLE		PERSPECTIVES	
REV	DATE		DESCRIPTION			Approved By: J. JACOBSON			

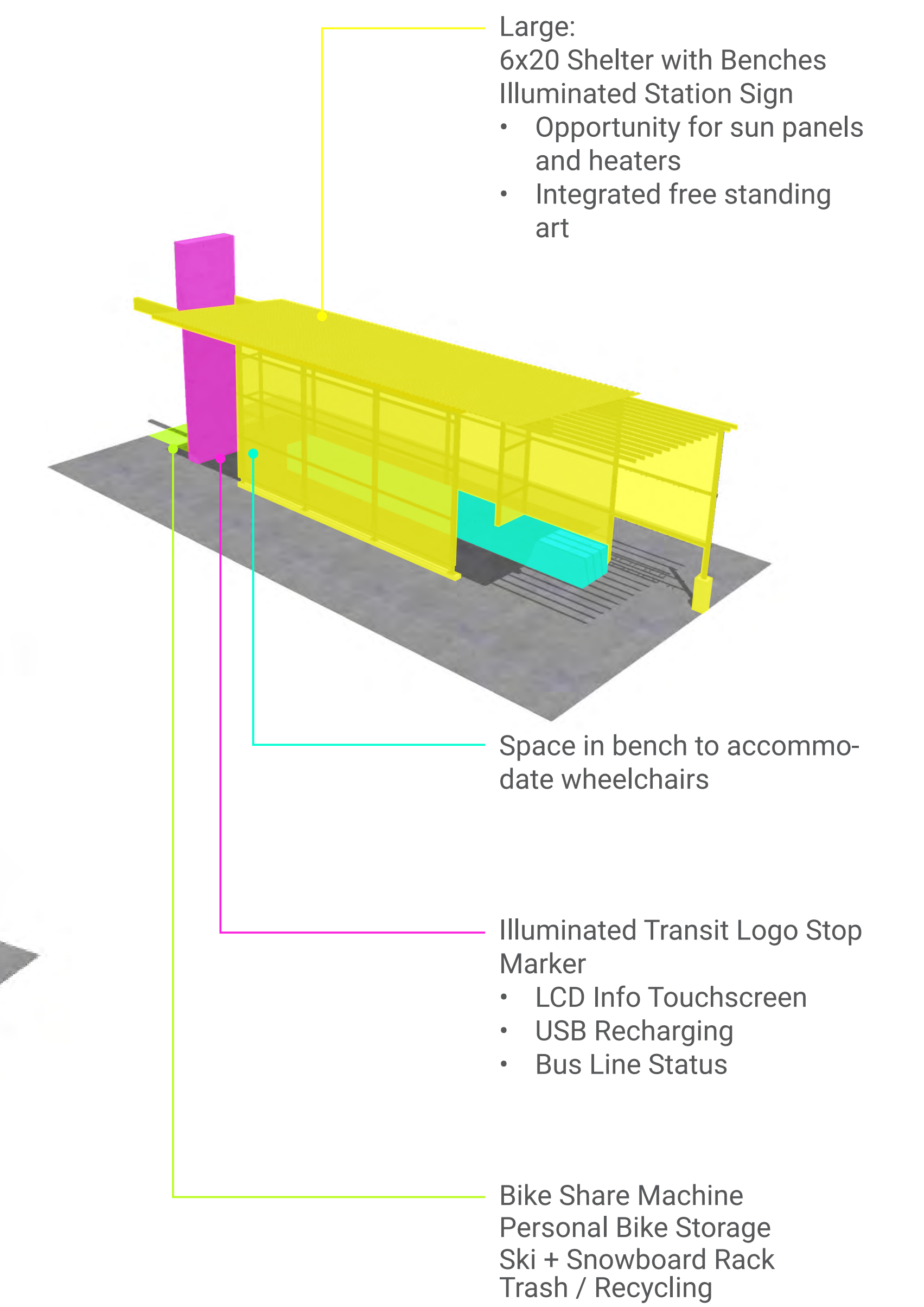
**IDEATION A: SLOPED ROOF  
MINOR STOP**



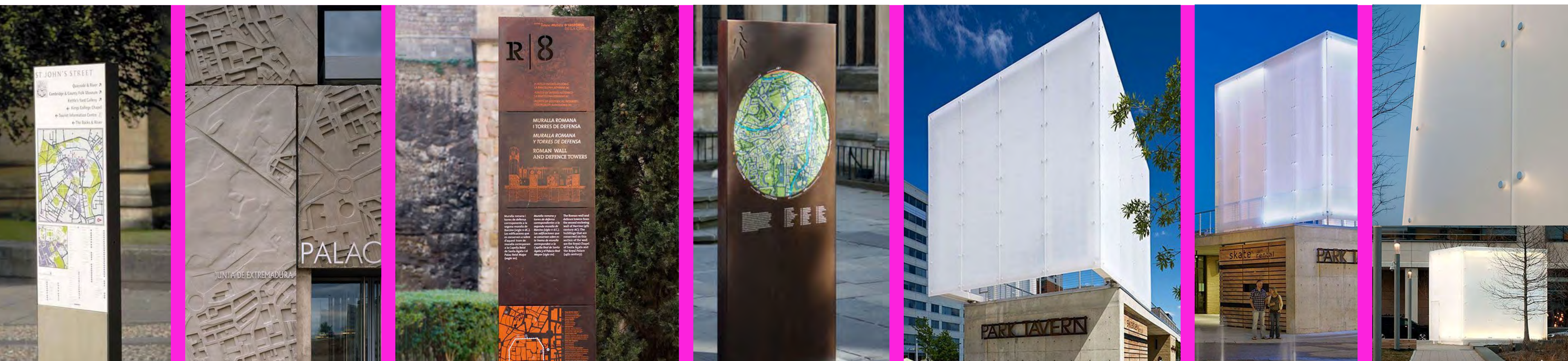
**IDEATION A: SLOPED ROOF  
INTERMEDIATE STOP**



**IDEATION A: SLOPED ROOF  
MAJOR STOP**



**STOP MARKER MATERIAL OPTIONS**



**SEATING MATERIAL OPTIONS**



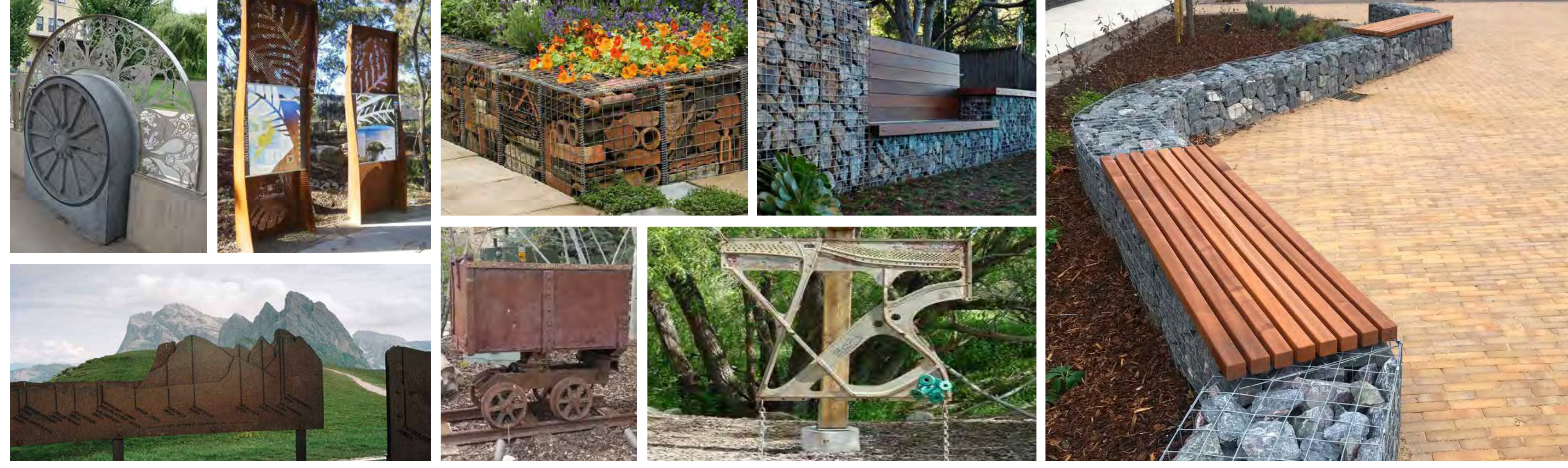
**SHELTER ENCLOSURE MATERIAL OPTIONS**



**MATERIALS**



**ART**



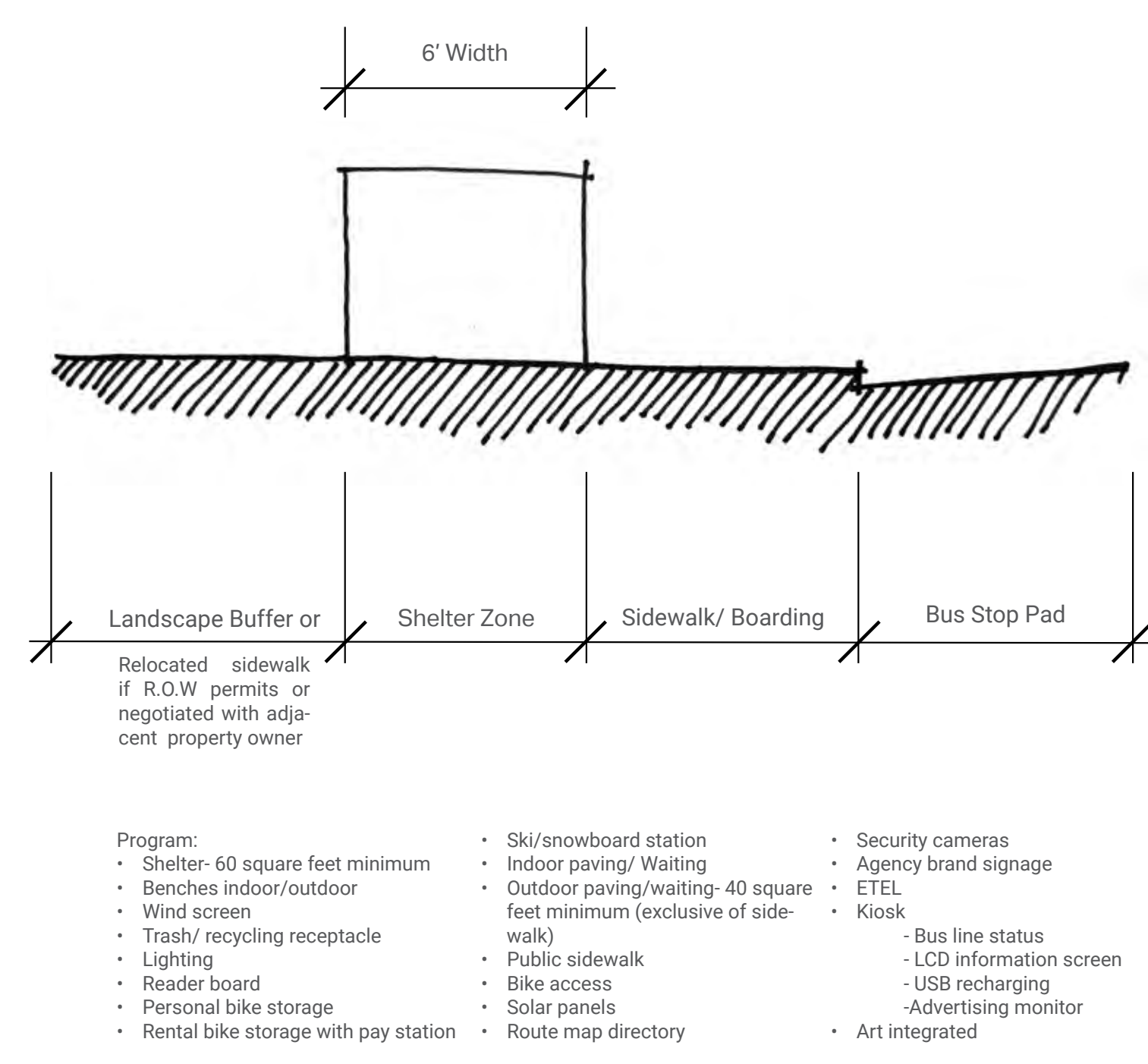
**SHELTER DESIGN**



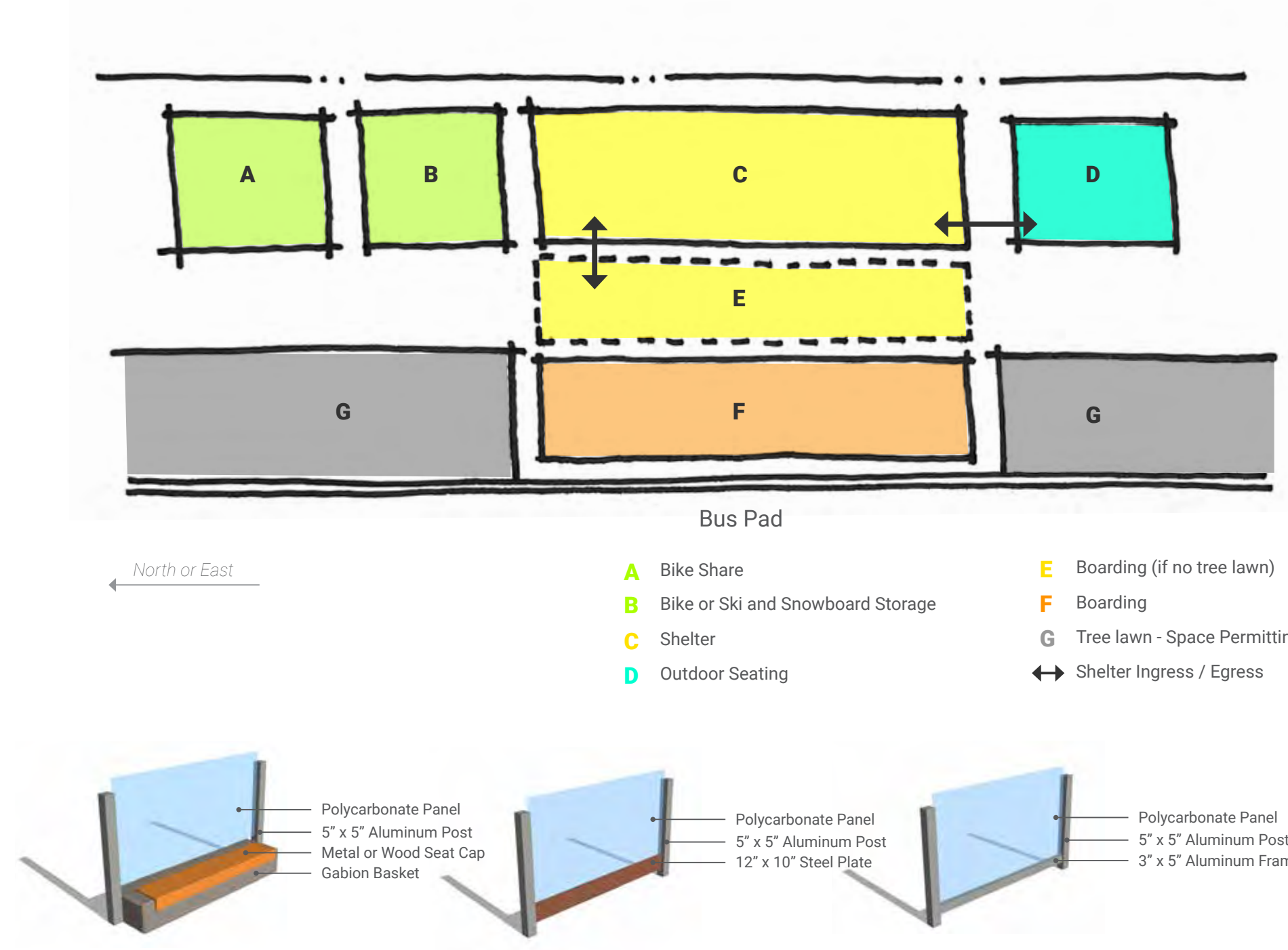
**STRUCTURE**



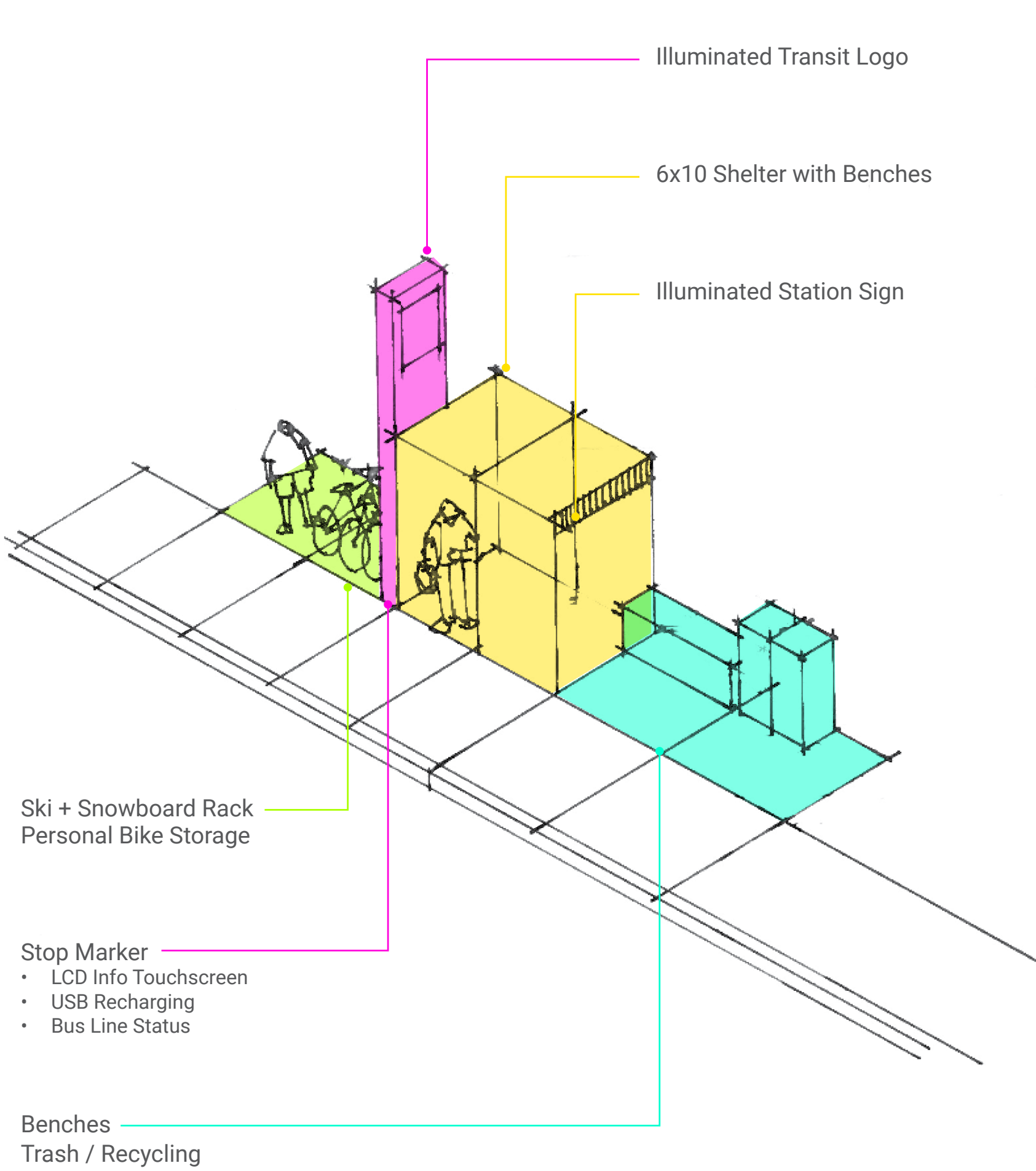
**BUS SHELTER PROGRAM**



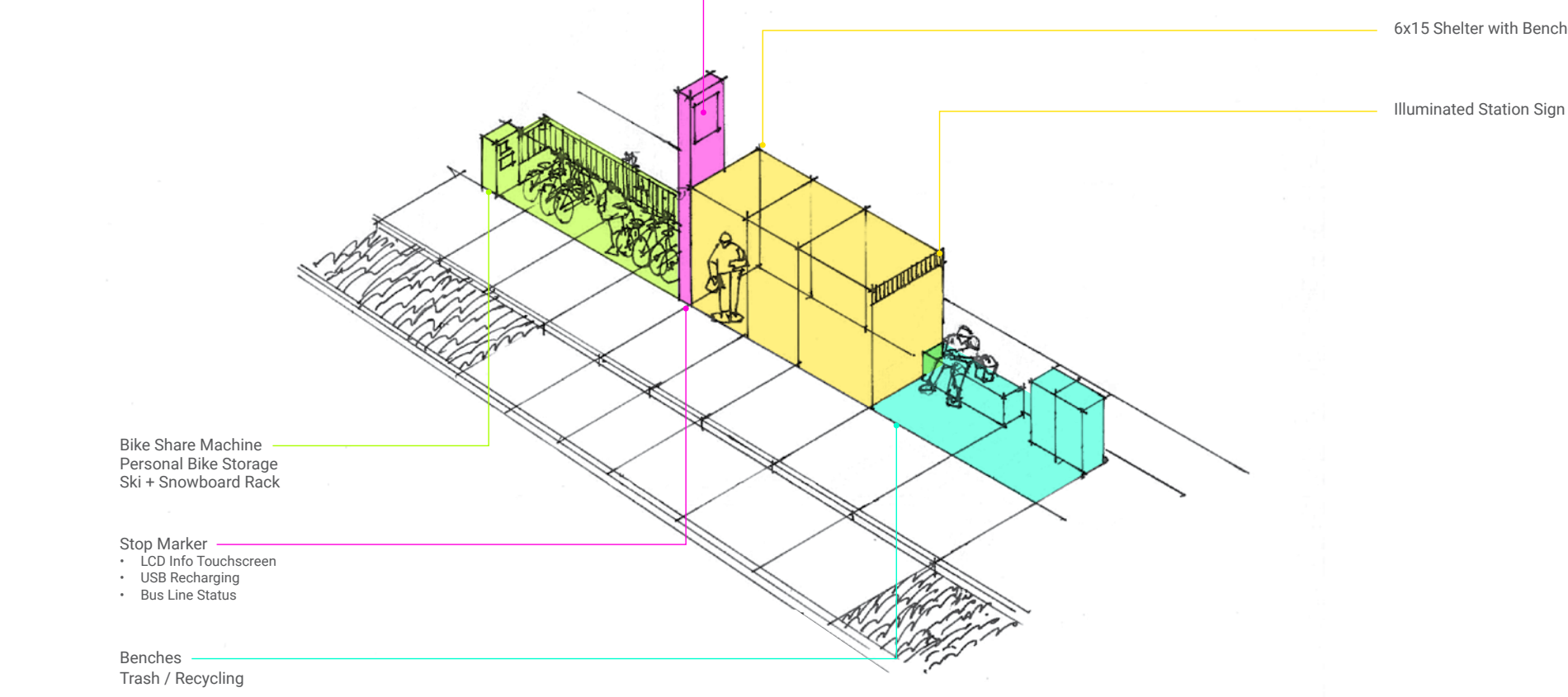
**BUS SHELTER CIRCULATION**



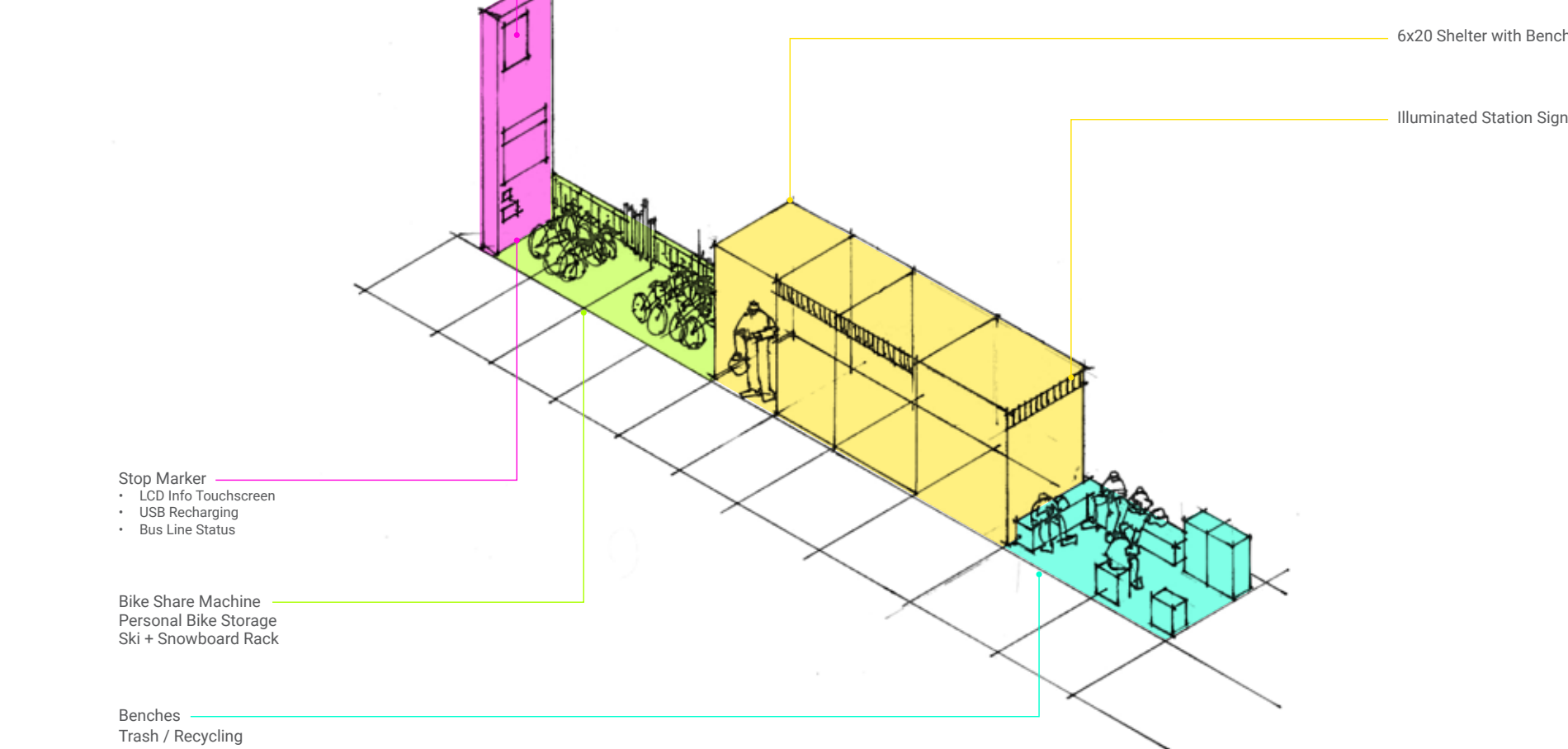
**MINOR STOP PROGRAM**



**INTERMEDIATE STOP PROGRAM**

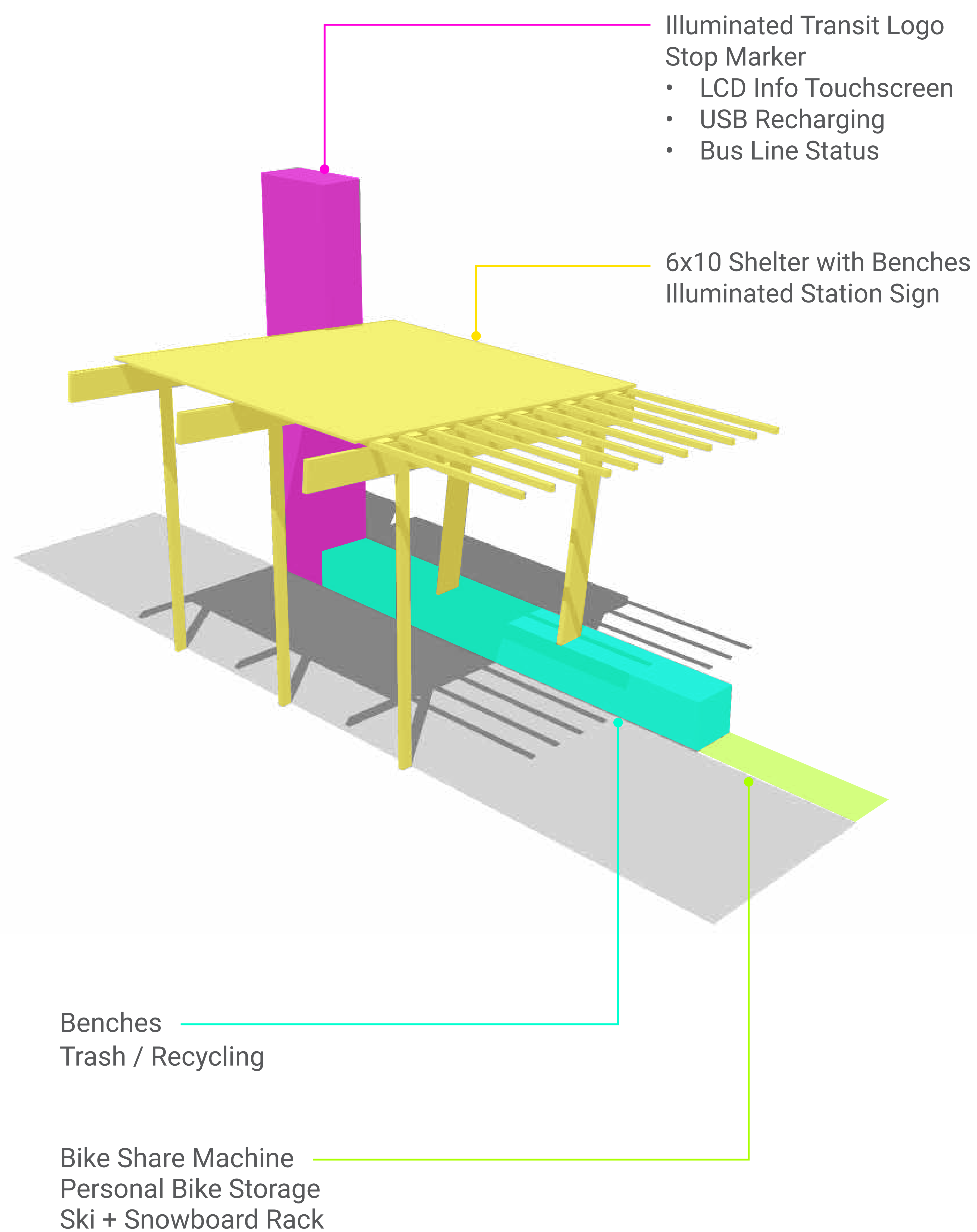
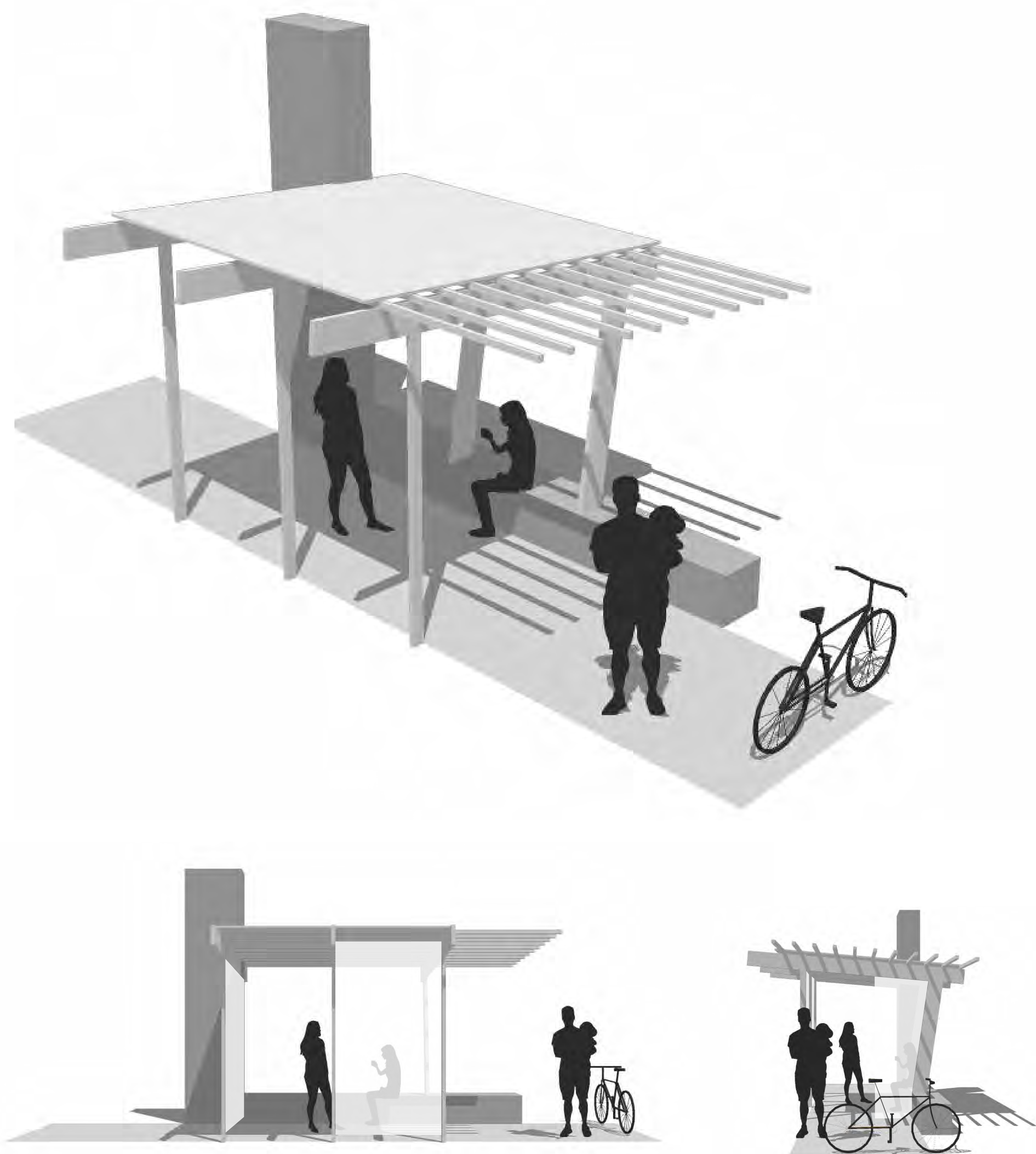


**MAJOR STOP PROGRAM**



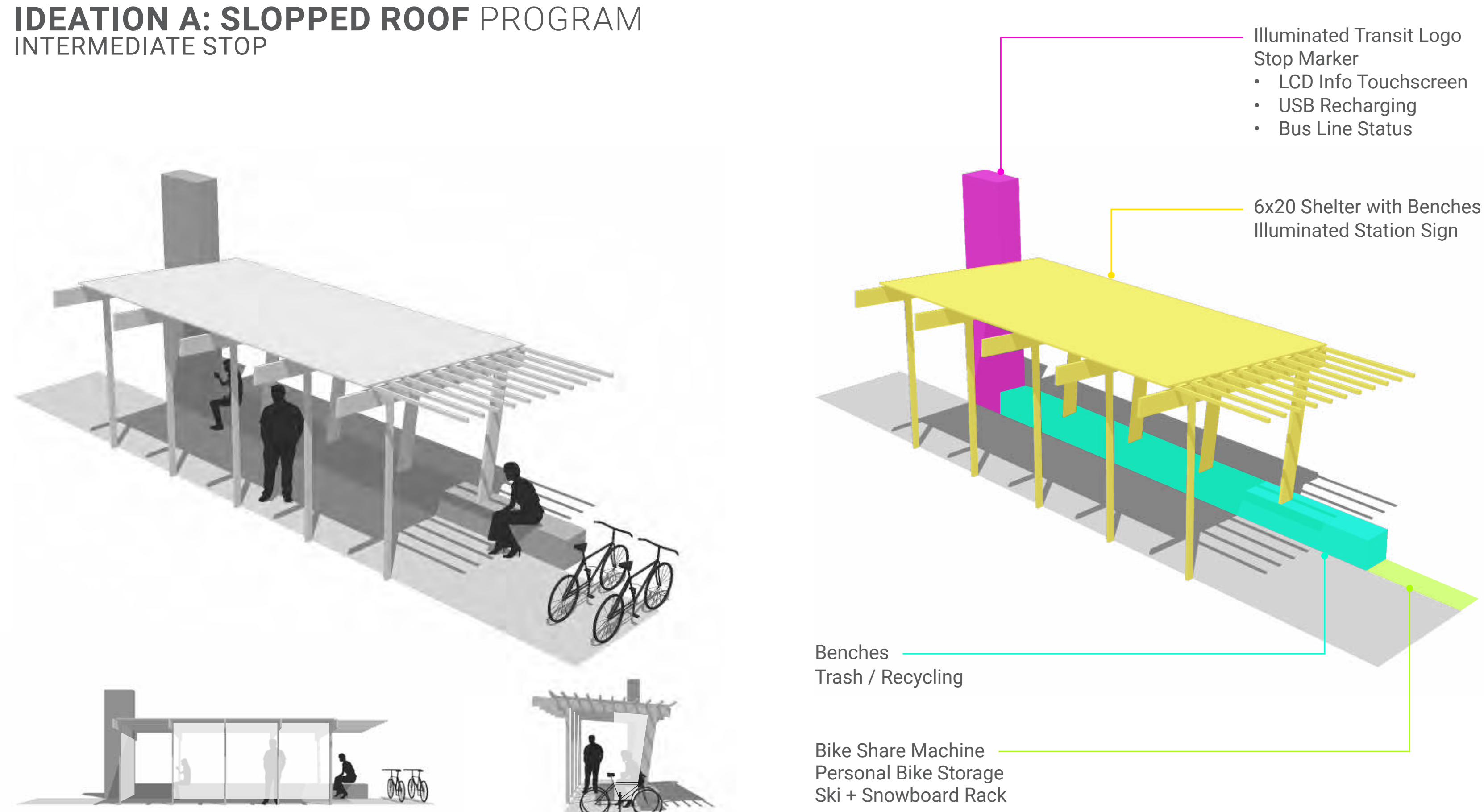
# IDEATION A: SLOPPED ROOF PROGRAM

## MINOR STOP



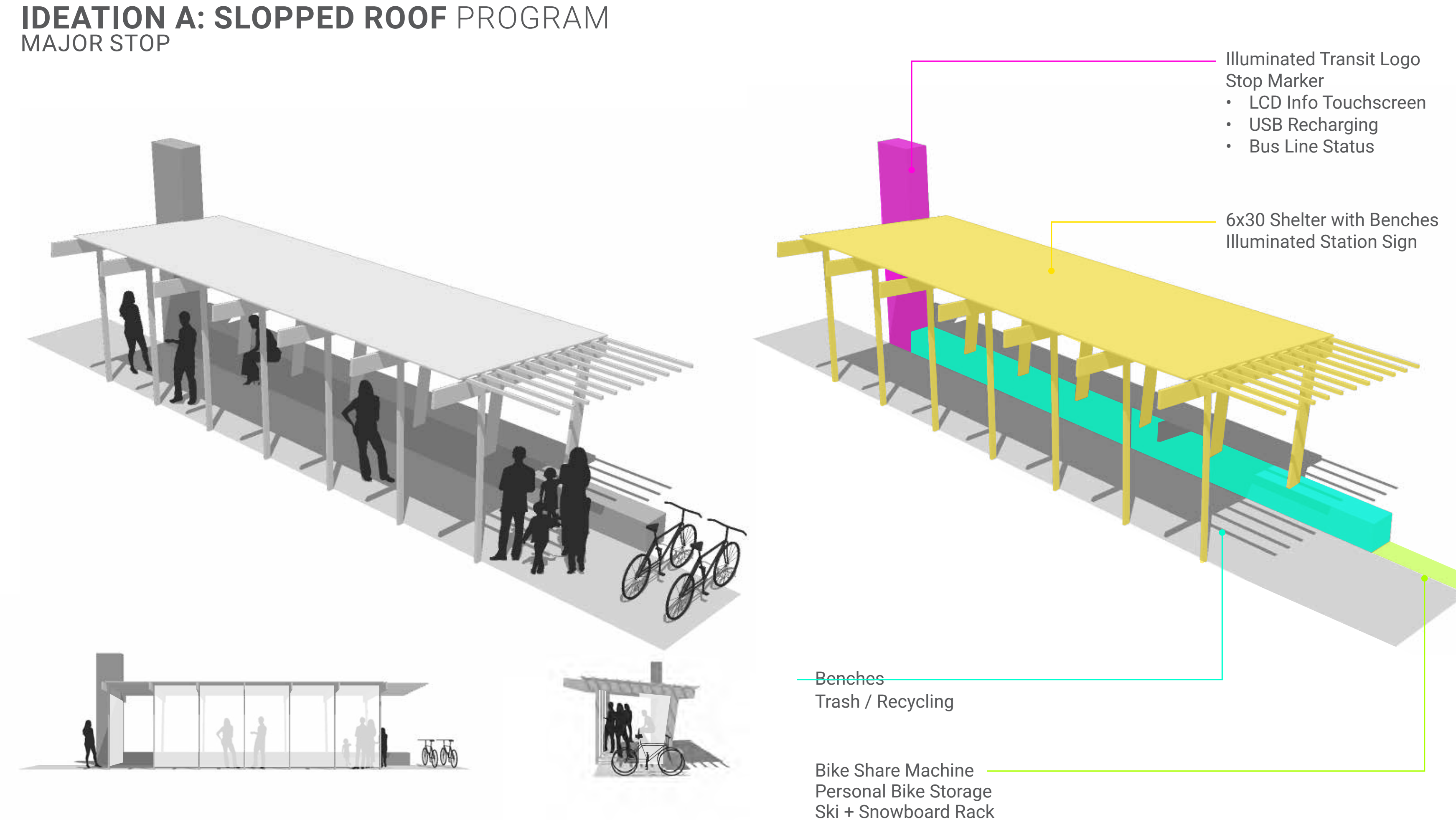
## IDEATION A: SLOPPED ROOF PROGRAM

### INTERMEDIATE STOP

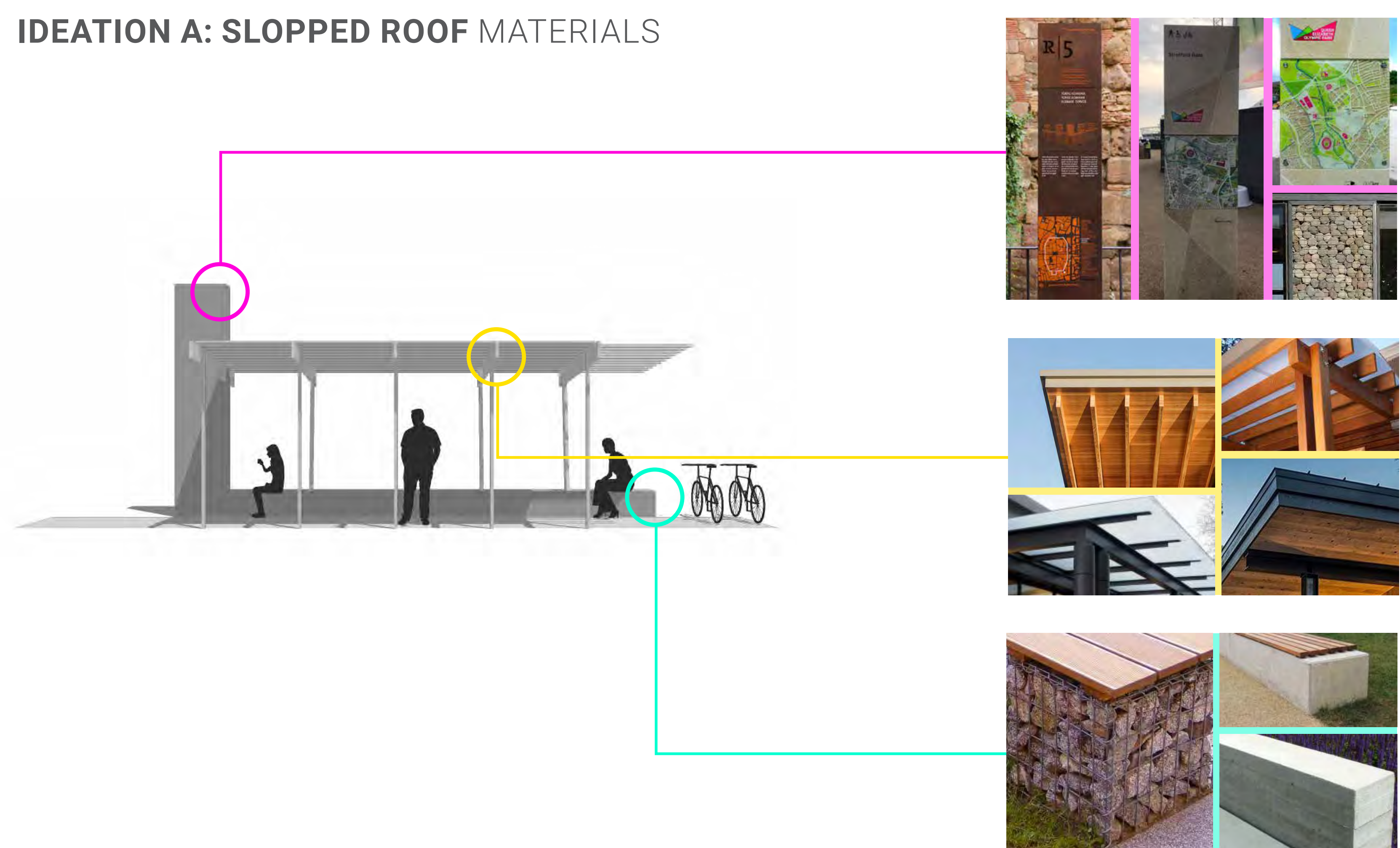


## IDEATION A: SLOPPED ROOF PROGRAM

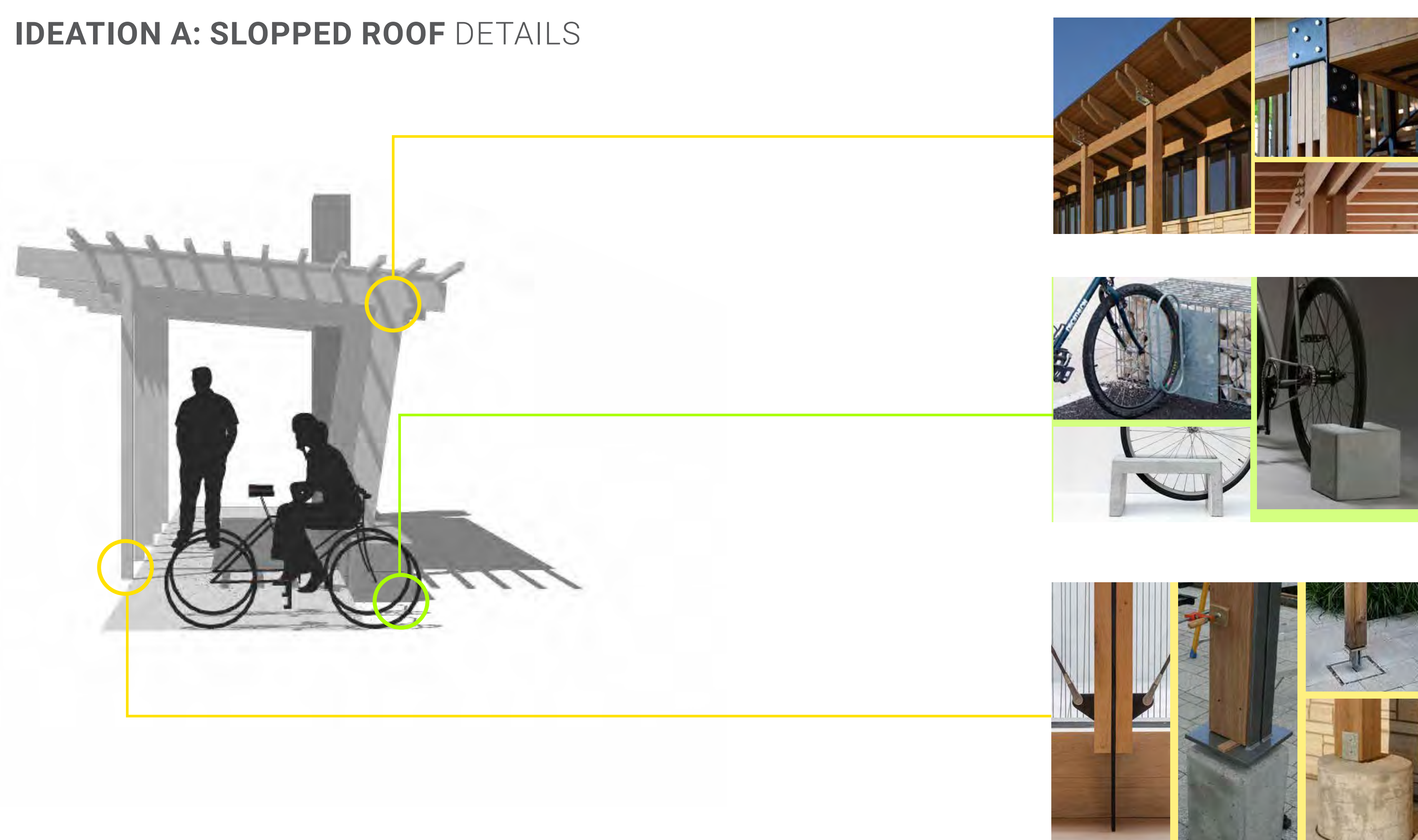
### MAJOR STOP



## IDEATION A: SLOPPED ROOF MATERIALS



## IDEATION A: SLOPPED ROOF DETAILS





## MEMORANDUM

**Date:** October 20, 2020

**To:** Park City Transit Joint Transit Advisory Board (JTAB)

**From:** Park City Staff

**Subject:** Monthly Ridership Reports

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**Background:**

Park City Transit reports monthly fixed route ridership and service effectiveness metrics as well as transit feedback to JTAB.

**Discussion:**

Review of monthly ridership reports, service effectiveness and feedback from the last quarter.

**Consistency with Adopted Plan:**

Measuring performance is consistent with the Traffic and Transportation Master Plan and the Transportation Demand Management Plan.

**Additional Information:**

If you have any questions or comments regarding this item, please contact Park City Transit, [transit\\_feedback@parkcity.org](mailto:transit_feedback@parkcity.org).

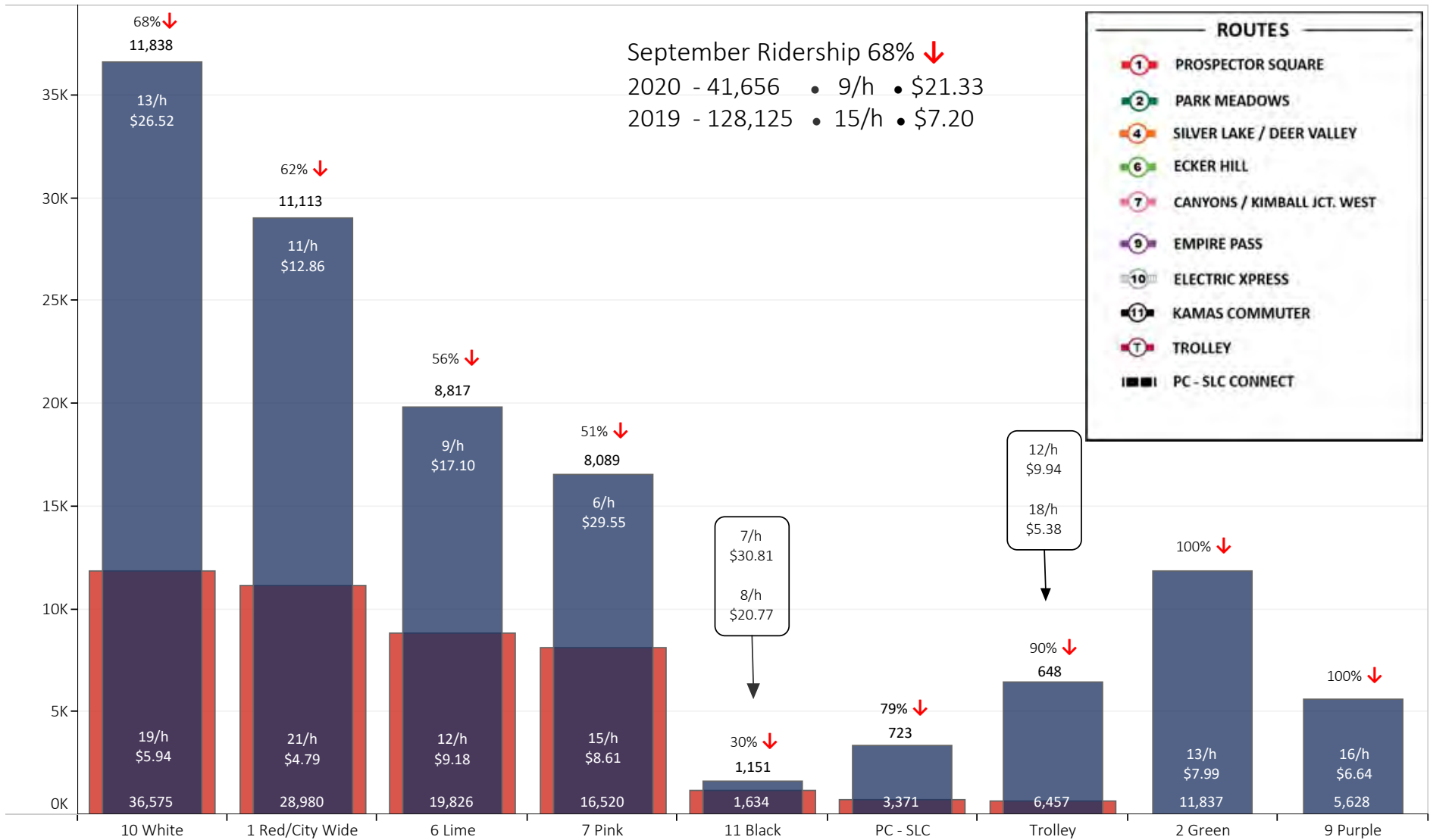
**Attachments:**

- Exhibit A** – September Fixed-Route Ridership Report
- Exhibit B** – September 12-Month Rolling Ridership Report
- Exhibit C** – Current Ridership Trend (last two months)
- Exhibit D** – Quarterly Feedback Report (July – September)

Exhibit A

Park City Transit - September 2020 Fixed Route Ridership

■ 2019 ■ 2020

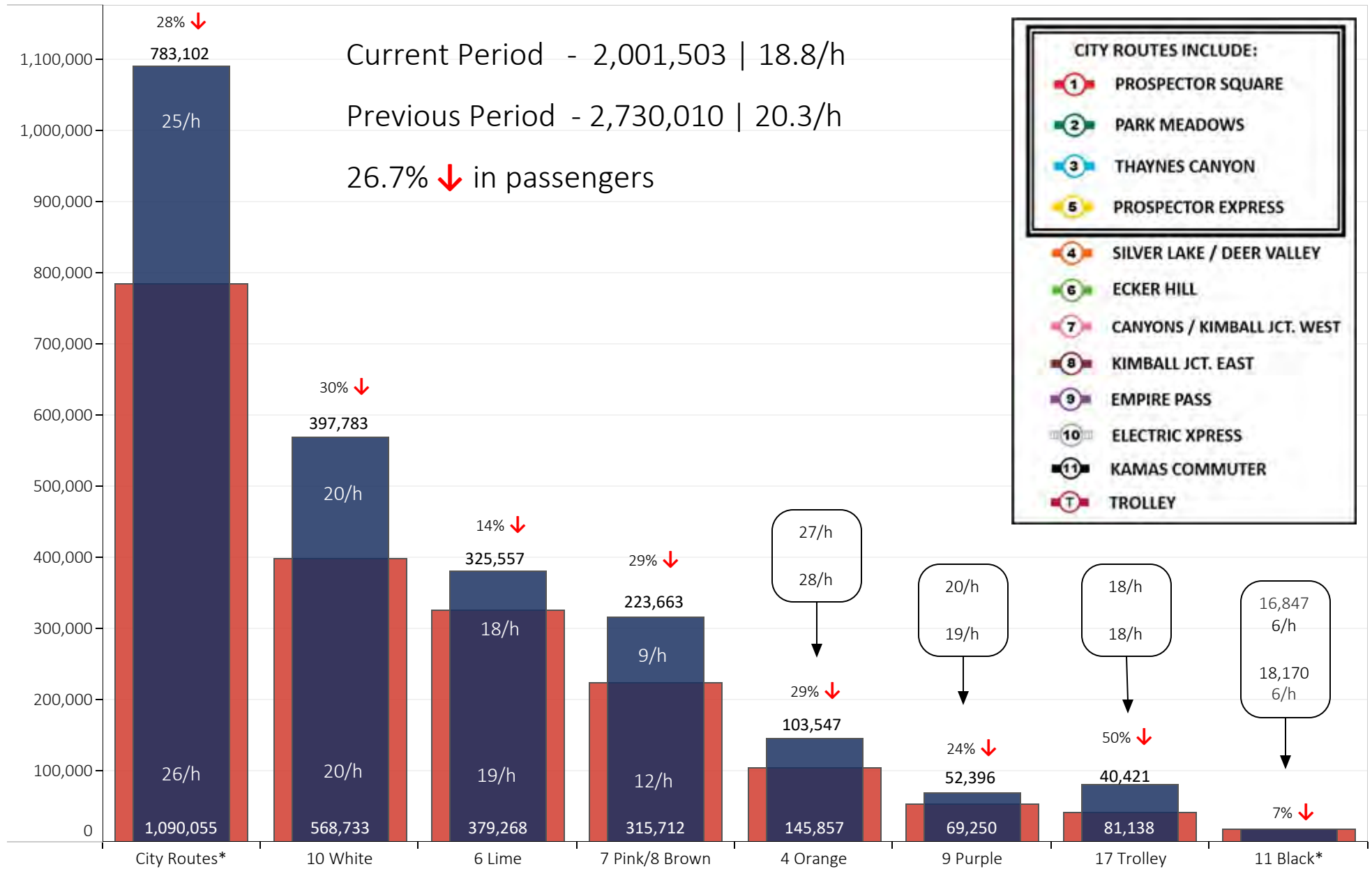


##/h = passengers per service hour, \$##.## = cost per passenger  
 All percentages represent % change.  
 Monthly totals do not include the Kimball Junction Circulator or the PC - SLC Connect.  
 The reduced service City Wide route is included in the 1 Red data.  
 Passengers per service hour is rounded to the nearest whole number.  
 Figures at the top of the bar represent 2020. Figures at the bottom of the bar represent 2019.



Park City Transit - Monthly Annual Fixed Route Report  
(12 months - October through September)

Current 12 Months Previous 12 Months



Notes:

##/h = passengers per hour

Past reporting grouped "City Routes" together. In order to maintain data quality, this method was applied to the most recent reporting months even when routes have been reported individually. Total passengers for the previous period include routes that have been discontinued.

\*Kamas ridership and City Routes ridership have been updated from this report last year to reflect additional hand counts and ridership from other city routes that operate seasonally.



# Exhibit C

## Total Ridership by Day (August 1 - September 30)

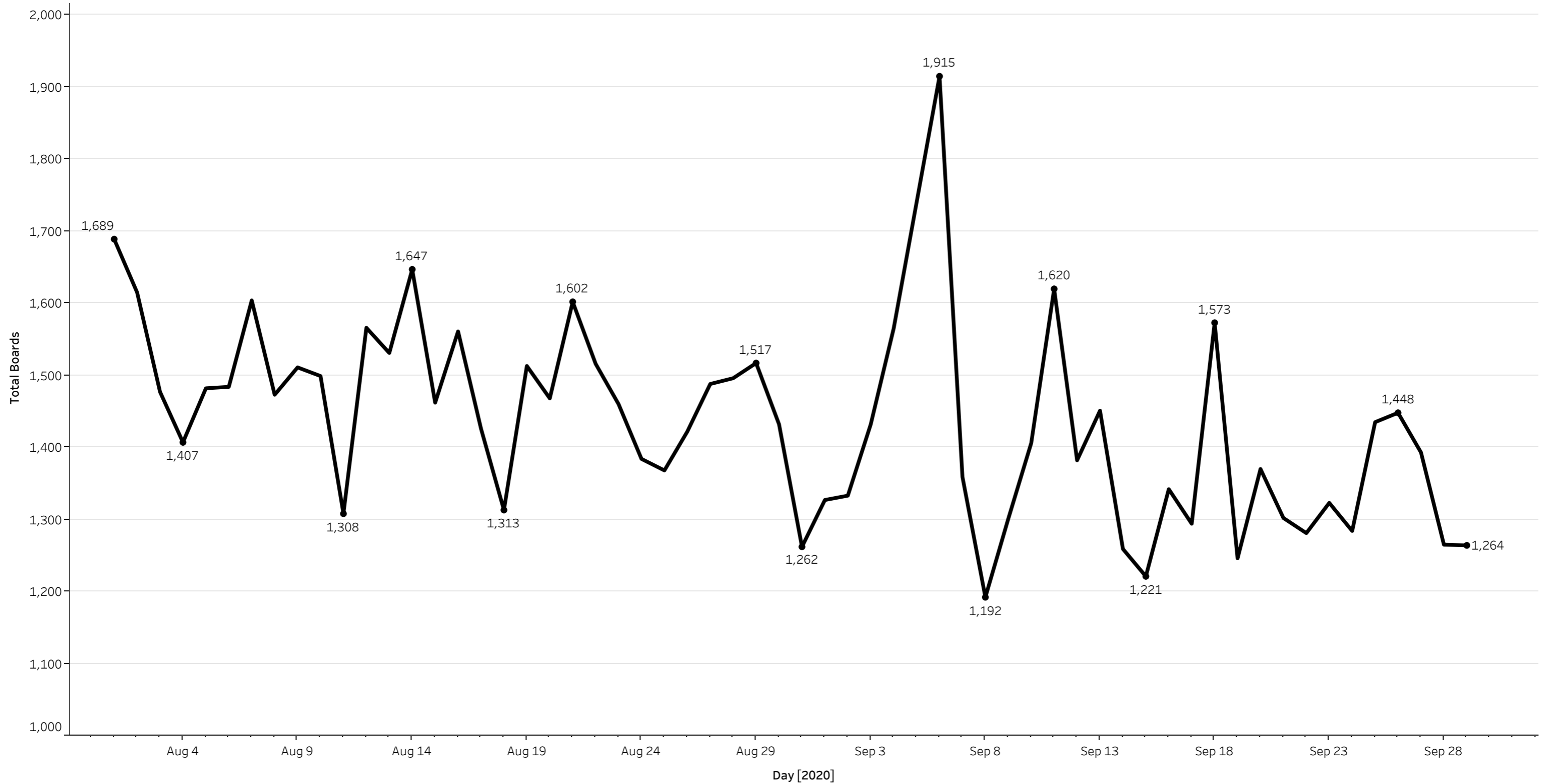
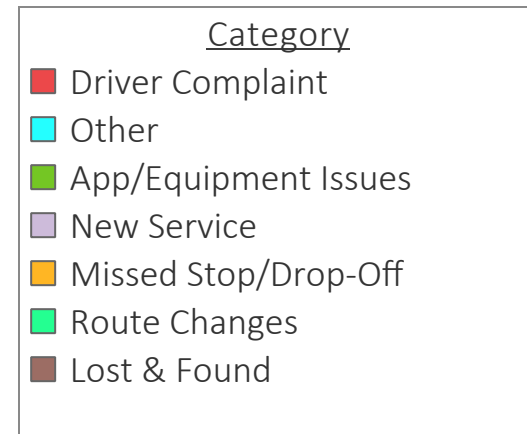
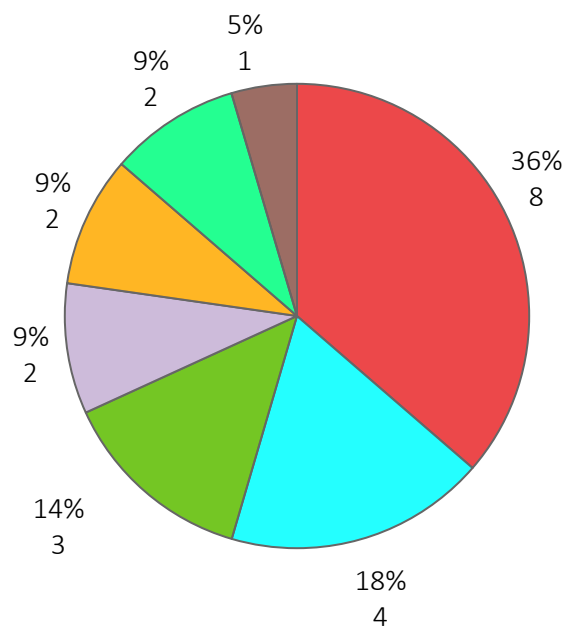


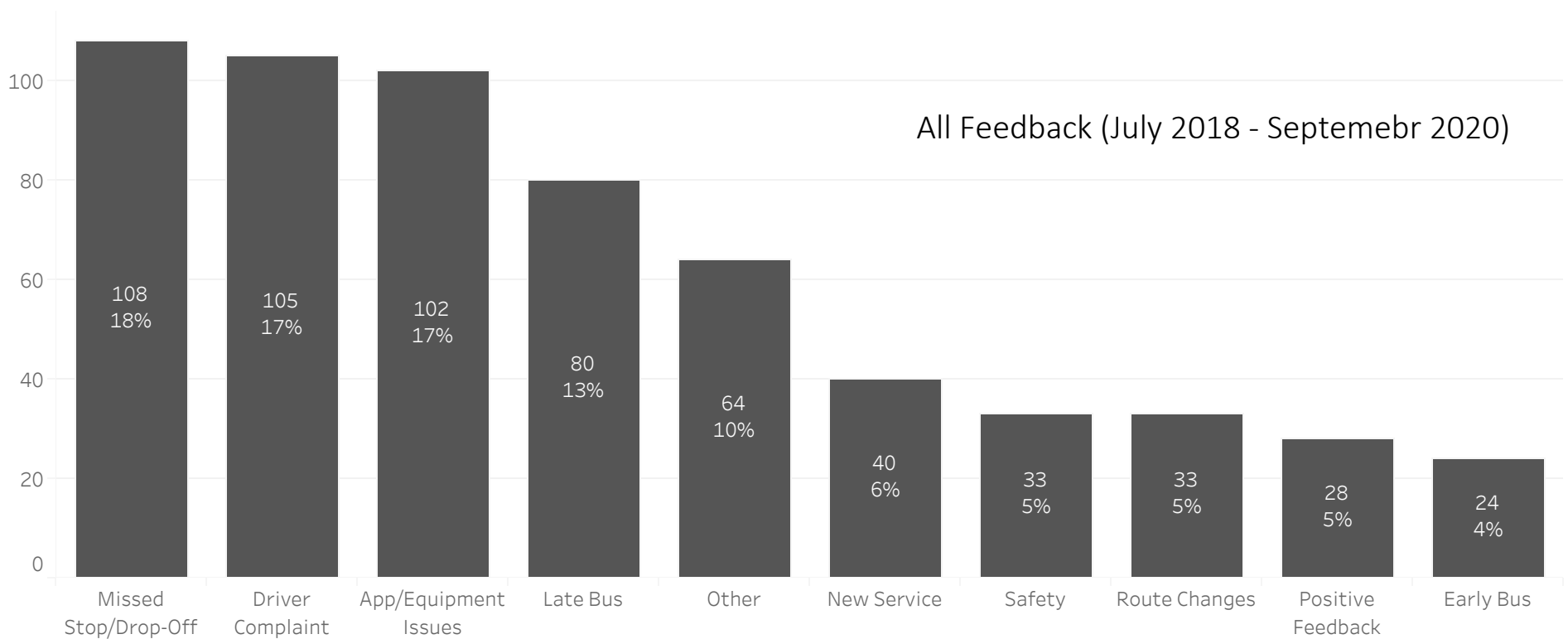


Exhibit D

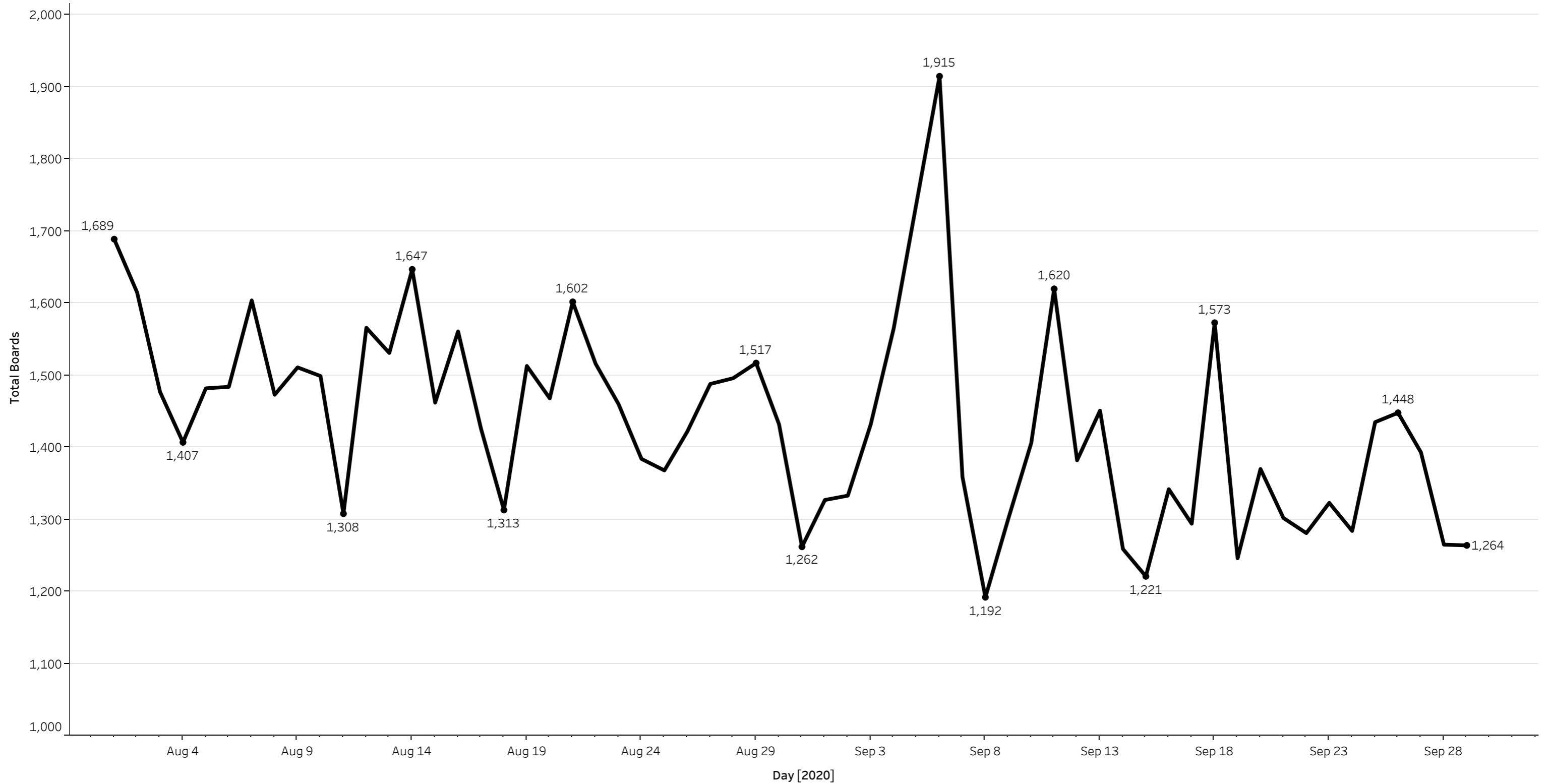
Feedback (July 2020 - September 2020)



Total Feedback = 22

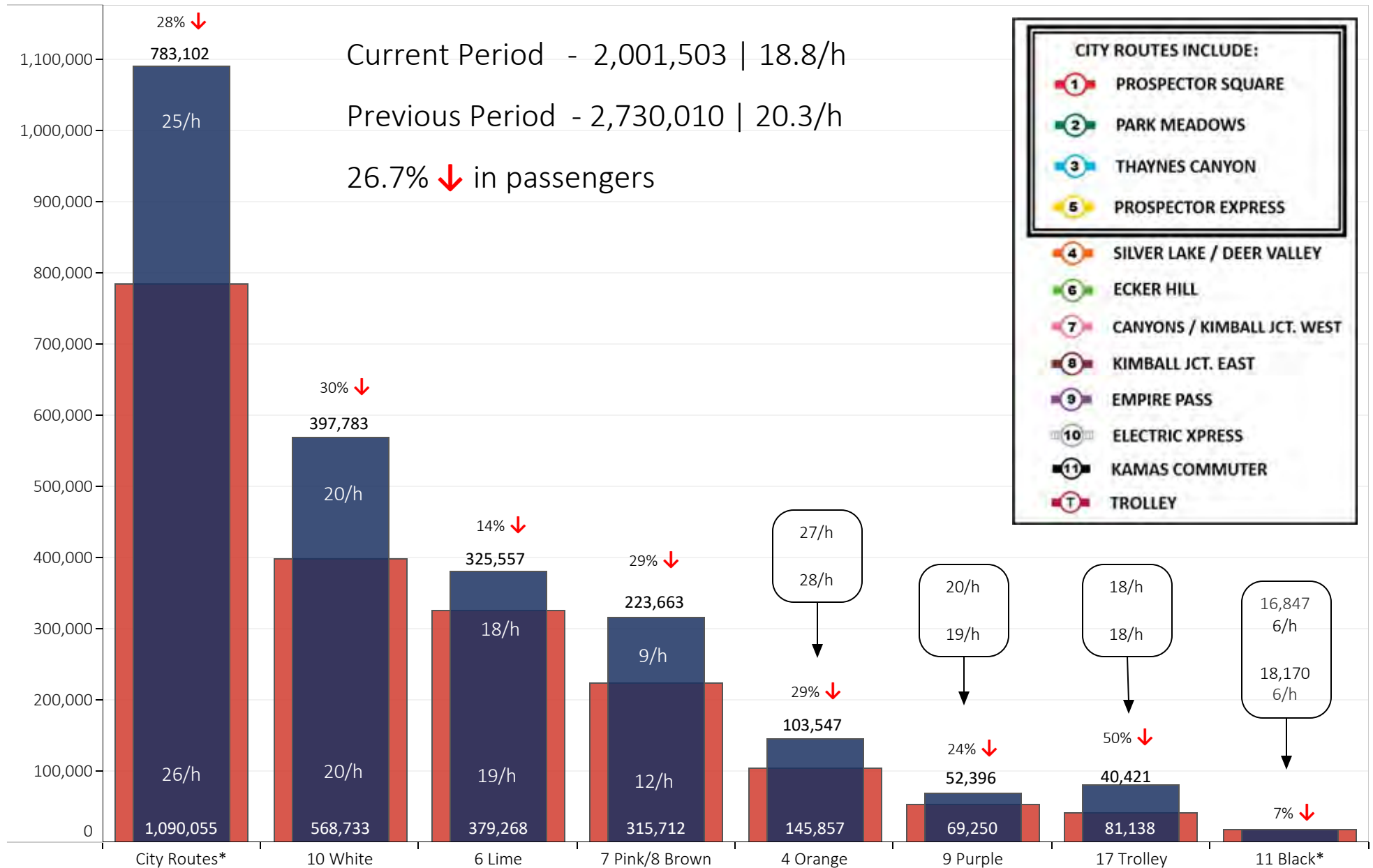


Total Ridership by Day (August 1 - September 30)



Park City Transit - Monthly Annual Fixed Route Report  
(12 months - October through September)

Current 12 Months Previous 12 Months



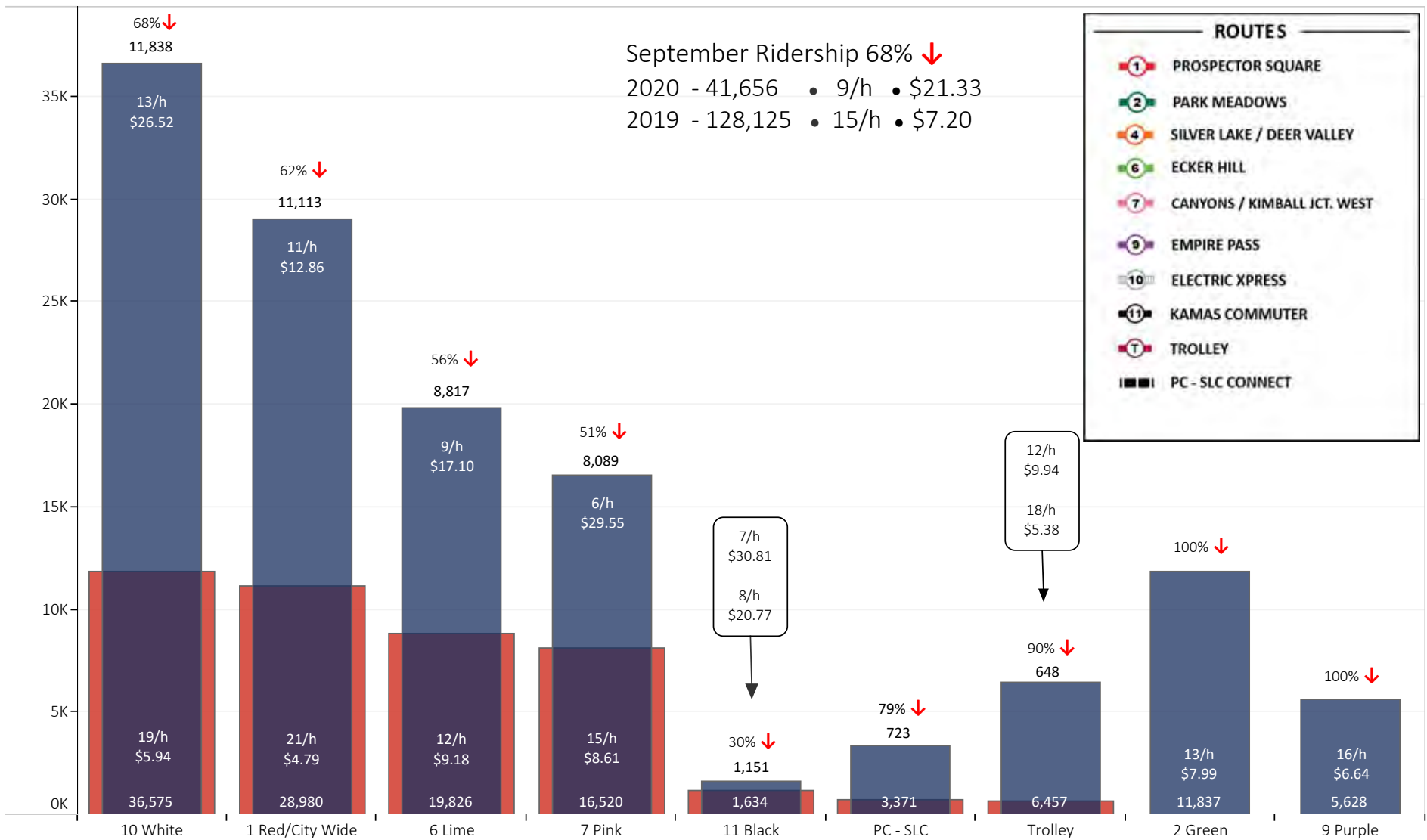
Notes:  
 ##/h = passengers per hour  
 Past reporting grouped "City Routes" together. In order to maintain data quality, this method was applied to the most recent reporting months even when routes have been reported individually. Total passengers for the previous period include routes that have been discontinued.  
 \*Kamas ridership and City Routes ridership have been updated from this report last year to reflect additional hand counts and ridership from other city routes that operate seasonally.



# Attachment A

## Park City Transit - September 2020 Fixed Route Ridership

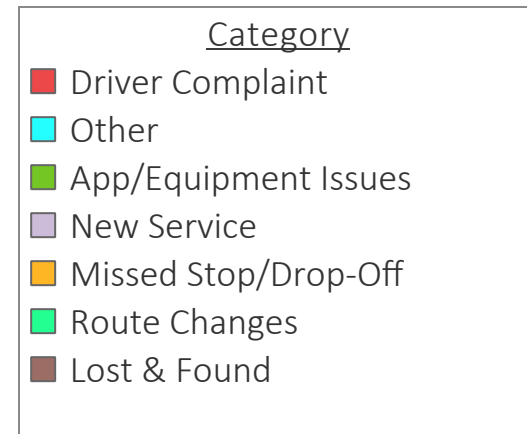
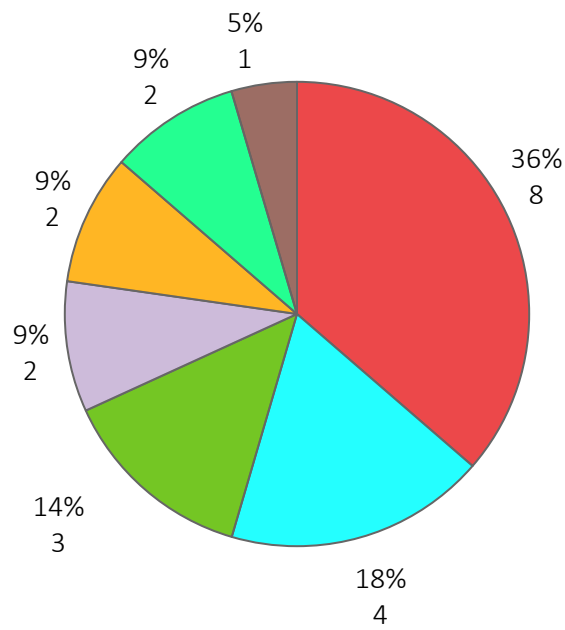
2019 2020



##/h = passengers per service hour, \$##.## = cost per passenger  
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Feedback (July 2020 - September 2020)



Total Feedback = 22

