

**Park City and Summit County Joint Transit Advisory Board
August 24, 2020**

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August 24, 2020

Written 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 based, 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.



MEETING AGENDA

Park City and Summit County Joint Transit Advisory Board

MEETING DATE: August 24, 2020
TIME: 8:30 am – 10:00am
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

To allow time for others, please limit your comments to no more than five 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. Review and Acceptance of July 20, 2020 Meeting Minutes
- b. Bus Stop Improvement Priority Recommendations (Alexis Verson)
- c. Update BUILD Grant and 224 and Kimball Junction Intersection (Caroline Rodriguez)
- d. 8 Brown Update (Caroline Rodriguez)
- e. Ridership Report (Robbie Smoot)
- f. Winter Route Efficiency Analysis and Assessment Presentation (Scott Burningham)
- g. COVID-19 Update (Kim Fjeldsted)
- h. Upcoming Agenda Items
 - September- Quinn's Junction Park and Ride Presentation

6. Next Meeting
Tuesday, September 15, 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, September 15, 2020
- Tuesday, October 20, 2020
- 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 or Caroline Rodriguez at (435) 336-3113 or 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)
July 20, 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

Sarah Pearce
Kim Fjeldsted
Jerry Benson
Vinny Nguyen
Brian Beckstrand
Scott Burningham
Robbie Smoot
Cindy Stockley
Erik Daenitz

I. ROLL CALL

Upon confirmation that quorum was connected to Zoom meeting, the meeting was called to order by Mrs. Fjeldsted at 11:06 AM. All in attendance were recorded and announced by Cindy Stockley who individually stated their name and role within their respective organization.

II. PUBLIC COMMENTS: None

III. DISCUSSION ITEMS

A. Review/Acceptance and approval of June 16, 2020 meeting minutes – Vote to approve unanimous.

B. Electronic Meeting document read by Kim Fjeldsted-Vote to approve unanimous.

C. Public Comment:

Councilwoman-Kim Carson read letter from Councilman Glen Wright and resident of Prospecter would like the Citywide route to be re-evaluated for efficiency and to offer other alternatives to route. Kim Carson will send letter to Kim Fjeldsted for review.

D. Robbie Smoot presented his monthly ridership staff report. Ridership still down about 81% and is resulting in a higher cost per rider per hour. Previous shoulder season there were about 2,500 riders per day and previous summer season around 5,000 riders per day. Currently we were seeing about 500 riders per day, but with summer ramping up we expect to see about 1,300 riders per day for the entire system.

Park City waiting for a response from the Summit County Health Department and county attorney's office to find out if the mandate for social distancing on transit buses is staying in effect. Once the social distancing requirement is lifted, with the requirement of face masks while riding the system, it will allow more passengers on a bus at one time.

E. Jamie Dansie presented a report advising that Park City, Summit County and UTA modified the PC-SLC Connect route. Ridership is low and with budget cuts both entities decided to decrease the service by two AM trips and two PM trips up and back down the canyon which is a total of 8 trips. The change will go into effect on August 24, 2020. The cut in service will save each agency approximately \$12,000 per month.

F. Scott Burningham presented a staff report on route efficiency and assessment regarding winter service. He proposed options with reduction in service. Park City Transit is anticipating a reduced winter season and looking for guidance on service cuts to meet proposed 6% budget cut in service. Group had concerns that with the free parking staying in effect that customers will not be enticed to ride the transit system. Do not want to make big decisions until we can review service changes and receive our CARES Act funds to decide how we want to utilize that funding. There is a possibility that the reduction need will be greater than the proposed 6% figure. A lot of our winter visitors are from overseas and out of state and we need to take that into consideration with the reduction of people travelling and the restricted overseas travel. By next JTAB meeting Park City staff will bring back data on additional models, options and assumptions with higher reduction percentages, route efficiencies, and service cuts. County staff will review analysis on routes for the winter service.

G. Caroline Rodriguez presented report for proposed change in 8 Brown services utilizing a 14 passenger vehicle with a deviated route option. Passengers can request if they are in the deviated zone to be picked up. County would like to stop the 8 Brown being serviced by Park City. County proposed a route change that they would contract

out themselves. The county would like to pay Park City Transit to service ADA passengers on Brown route area on a per trip basis. County would like to aim to stop Park City service by 9/1/2020. Both entities will bring back individual data analyses to present to JTAB next meeting to proposed separation of the 8 Brown Route from Park City. City will take the proposal separation back to their council to discuss the request from county.

H. COVID-19 Update

Kim Fjeldsted presented a COVID-19 update. Transit received an electrostatic sprayer to help disinfect the buses. Transit is handing out masks to every passenger that would like one before boarding. Ridership is starting to pick up on system.

Next month's meeting - Due to scheduling conflicts; the August meeting will be moved to August 24, 2020 at 8:30am

Meeting adjourned at 12:56 pm

Next meeting:

Monday, August 24, 2020 at 8:30am

Respectfully Submitted:

Cindy Stockley-Park City, Transit Department, JTAB Recorder



MEMORANDUM

Date: August 24, 2020

To: Park City Transit Joint Transit Advisory Board

From: Alexis Verson, Transportation Planner, Park City Municipal
Jamie Dansie, Transportation Planner, Summit County

Subject: Bus Stop Improvements Prioritization

Recommendation:

Review the following methodology and prioritized list of bus stops identified for improvement in 2021 using awarded funds in the amount of approximately \$2,000,000 from 2018 federal grants (Federal Transit Administration (FTA) 5311) along with local match dollars, and recommend moving forward with the listed stops below. Staff will then take this information to the respective councils to advance.

Background:

Park City Transit provides world-class bus service logging over 2.6 million trips for residents and visitors last year alone. Existing bus stops in the system are often inaccessible for those with mobility needs and do not have appropriate amenities like shelter from the elements, or adequate seating. City and county staff in partnership have identified the top 20 stops: ten within city limits and ten in the broader county area, to improve spring/summer 2021.

Methodology:

City and county staff conducted a thorough and iterative process to create a comprehensive prioritized list for improvements based on the Bus Stop Inventory and Accessibility Study (provided to the Joint Transit Advisory Board (JTAB) meeting on [June 16, 2020](#)), plus qualitative analysis and input from transit staff. Based on the findings in the study, bus stops were graded by their 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. The following section includes the list of stops for improvement that has been vetted by city and county transportation staffers for JTAB's review.

Findings:

The following tables indicate the top 20 stops for improvement. The cost assumptions indicated here are high-level, and engineer's estimates can be obtained for more accurate budgeting purposes. Summit County has also identified the need for equipment to maintain bus stops so that as improvements and ADA accommodations are made, the stops can be maintained; those are included in the estimates below (see next page). This particular grant award cannot be used for equipment, but additional funding will be sought to purchase it.

Top 10 County Stops & Needs

Stop ID	Stop/Maintenance Description	Estimated Site Costs	Amenity Options (shelter + lighting)	Grade	Monthly Ridership
PW	Pickup w/ Plow & Sander	\$85,000			
PW	Power Washer	\$10,000			
PW	Equipment Storage	\$20,000			
	Summit Park Park and Ride Lot	\$100,000	\$50,000.00	F	N/A
70103	Crestview Condos Outbound	\$41,850	\$50,000.00	D+	2,619
70350	Silver Springs Dr & Silver Springs Rd	\$10,000	\$50,000.00	D+	1,170
80110	Highland Dr & Sagebrook Dr.	\$41,850	\$50,000.00	D-	972
80020	Canyon Creek & Bitner to Silver Summit	\$41,850	\$50,000.00	D+	2,508
70020	Silver Springs & Meadow Loop to KJ	\$10,000	\$50,000.00	C-	1,128
78060	Summit County Field House Ute Blvd.	\$19,750	\$50,000.00	C	1,030
80080	Highland Dr & Silver Sage	\$41,850	\$50,000.00	D+	789
70360	Blue Roof on Silver Springs Dr.	\$39,450	\$50,000.00	D+	767
80130	Silver Summit Parkway & Kingsford Dr.	\$52,635	\$50,000.00	D+	701
	TOTALS	\$514,235	\$500,000		

Top 10 City Stops

Stop ID	Stop Description	Estimated Site Costs	Amenity Options (shelter + lighting)	Grade	Monthly Ridership
1760	A Fresh Market on Park Ave				25,234
1705	Park Ave Condos on Park Ave				22,740
20020	Holiday Village Apartments	\$28,000	\$50,000	C	2,365
30030	Three Kings Dr. and Thaynes Canyon	\$41,850	\$50,000	F	141
20155	SR-224 and Payday Drive	\$41,850	\$50,000	F	
10110	Building 7 North (Sidewinder & Comstock)	\$42,250	\$50,000	D-	6,507
2001	2001 Park Ave (Park City Hotel)	\$41,850	\$50,000	F	2,235
126030	Park City Clinic on Kearns Blvd.	\$28,000	\$50,000	D	2,993
1378	1378 Park Ave at City Park	\$28,000	\$50,000	D	3,492
15020	Prospector Condos on Prospector Ave	\$10,000	\$50,000	D	5,541
	TOTALS	\$261,800*	\$400,000		

*does not include site costs for Park Ave stops

Park Avenue Bus Stop Improvements:

Park City Municipal has been advancing the design of first/last mile connections and bus stop and shelter improvements at the Park Ave Condos bus stop and the A Fresh Market bus stop for the last year. This project is nearly shovel-ready. These two stops have the highest ridership numbers in the system by far (excluding transit hubs like the resort bases and the Old Town Transit Center) and have been deemed a priority to improve as they lack adequate ADA access and provide sometimes hazardous boarding situations for riders. These two stops are listed as top priorities for the city to improve, but were not included in staff's methodology above, as the project was already in design. The cost assumptions for these two stops were calculated differently, with the intent to make them function as more of a transit hub and a major connection to the future Arts & Culture District nearby.

The intent is to use approximately \$1,000,000 of the \$2,000,000 awarded to construct these shelters, amenities, and extensive flatwork to include wider sidewalks and pathways. Both projects are close to being shovel ready with the initial work that has been completed and funded by the city.

Cost Assumptions:

Staff from both entities has prioritized bringing stops into ADA compliance and making them more accessible before adding shelters and other amenities with the exception of the Park Ave improvements which have been designed with shelters and other amenities included. If this is the approach; the total cost for flatwork at 20 stops, plus the Summit Park Parking Lot, plus the Park Ave project is: **\$1,661,035**.

Estimated costs for flatwork improvements system wide, for all 252 permanent bus stops, is approximately \$5,000,000 however these costs will need to be further refined by engineering design and assumptions.

Next Steps:

- Engineering drawings will be required to bid the project;
 - Staff will discuss the best approach to hiring an consulting firm to provide
- Determine how to cost share the 20% federal match requirement
- Determine how to project management approach between city and county

Additional Information:

If you have any questions or comments regarding this item, please contact Alexis Verson, Transportation Planner, alexis.verson@parkcity.org or Jamie Dansie, Transportation Planner, jdansie@summitcounty.org.

Bus Stop Improvements

Joint Transit Advisory Board
August 24, 2020



Background

- Priority to improve accessibility to stops system-wide will:
 - Improve ADA access
 - Create better first/last mile connections to transit system
 - Increase ridership
 - This initial phase recommends flatwork improvements, not amenities and lighting
- Bus stop inventory and accessibility study conducted Fall 2019
- Bus stops catalogued and graded on amenities, functionality, boardings

Methodology

- Prioritized top 10 County and City stops for improvement based on:
 - Poor accessibility grade
 - High stop utilization (boardings)
 - Qualitative staff knowledge of need

Top 10 County Stops & Needs

Stop ID	Stop/Maintenance Description	Estimated Site Costs	Amenity Options (shelter + lighting)	Grade	Monthly Ridership
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Top 10 City Stops

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	TOTALS	\$261,800*	\$400,000		

*does not include site costs for Park Ave stops

Park Ave Stop/Shelter Project

- Project development and design began spring 2019, shovel ready
- Construction & mobilization costs estimated at \$947,000
- Hub design to accommodate high ridership and A&C connection
- Includes needed amenities and repairs like:
 - Sidewalk widening along Park and Kearns to access stops
 - New retaining walls
 - New shelters & seating
 - ADA access
 - Pathway for through bike/ped traffic behind shelters
 - Landscaping/irrigation



Cost Assumptions

- Cost for flatwork system wide
 - 252 Stops
 - \$5.5M for all flatwork (HIGH LEVEL ESTIMATE)
- Shelter assumptions
 - \$30,000 for smaller custom shelters
 - Modular design allows for larger shelter design up to \$60-80,000



Funding

- Approx. **\$2M** in FTA 5311 for bus stop improvements awarded
 - *\$1M earmarked to Park Avenue stops & sidewalk improvements*
 - \$1M remaining for system-wide improvements
- Additional funding will be applied for year over year to continue efforts

Next Steps

- Engineering drawings required to bid the project
- Could begin construction as soon as this summer, if ready
- Determine how to cost share federal match requirement
- Determine project management approach

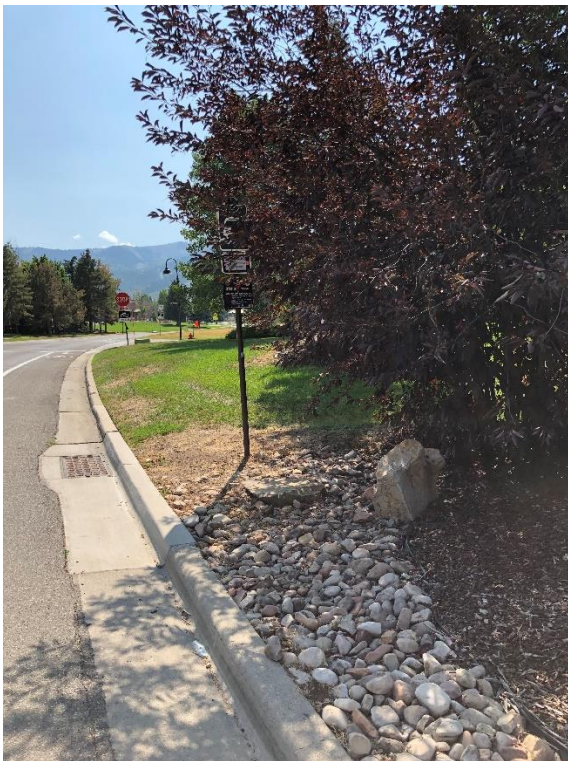


Attachment A – Images of Bus Stops for Improvement

70103	Crestview Condos	\$41,850	D+	2,619
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70350	Silver Springs Dr & Silver Springs Rd	\$10,000	D+	1,170
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80110	Highland Dr & Sagebrook Dr	\$41,850	D-	972
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70020	Silver Springs & Meadow Loop	\$10,000	D+	1,128
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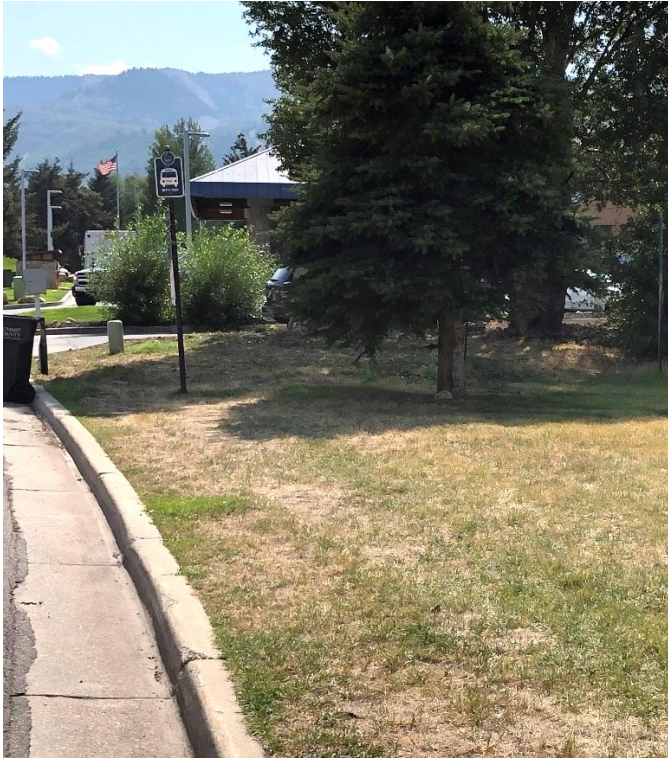
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20155	SR-224 and Payday Drive	\$41,850	F	
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10110	Building 7 North(Sidewinder & Comstock)	\$42,250	D-	6,250
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2001	2001 Park Ave (Park City Hotel)	\$41,850	F	2,235
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126030	Park City Clinic on Kearns Blvd.	\$28,000	D	2,993
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15020	Prospector Condos on Prospector Ave	\$10,000	D	5,541
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MEMORANDUM

Date: August 24, 2020

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

From: Park City Staff

Subject: Monthly Ridership Reports

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:

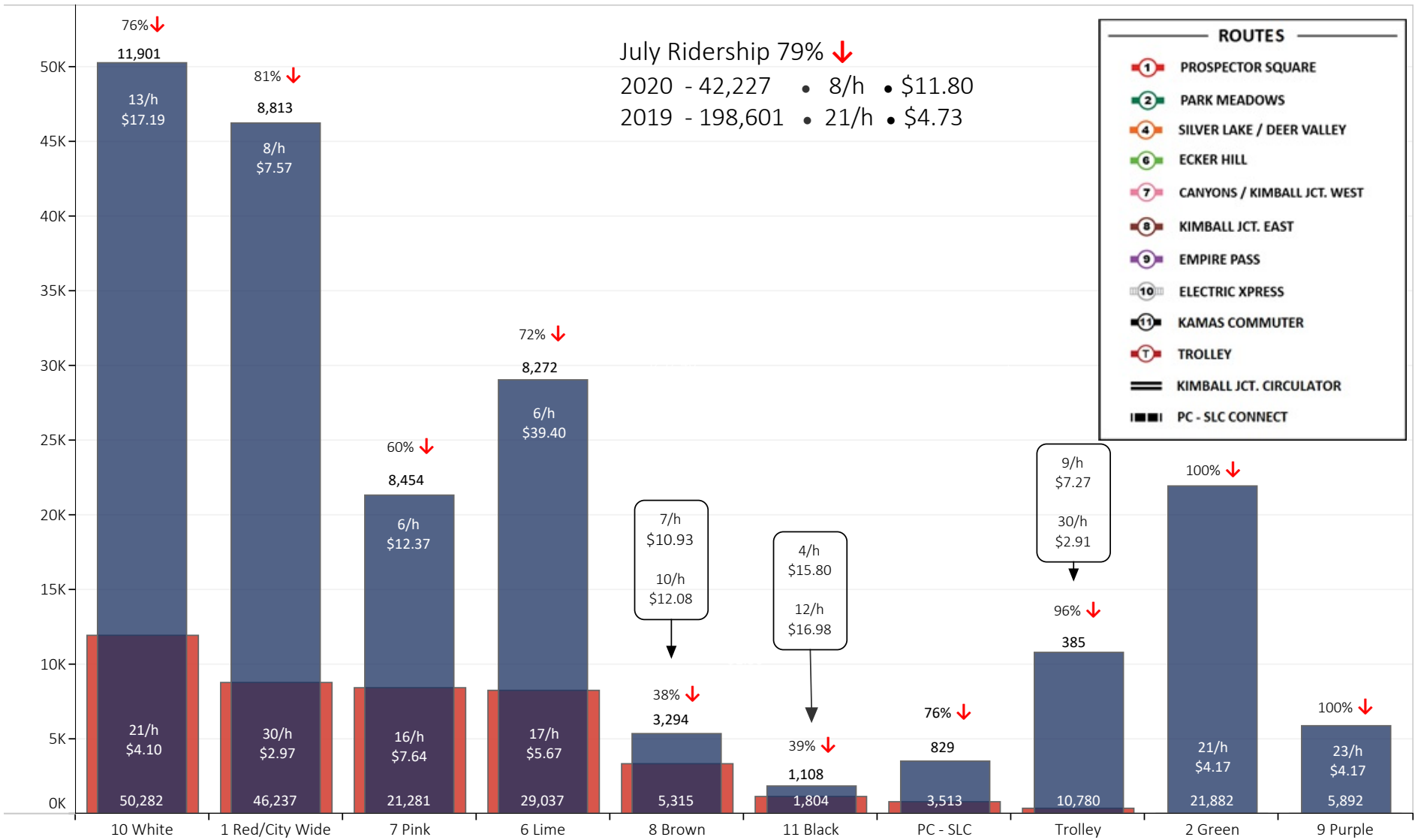
If you have any questions or comments regarding this item, please contact Park City Transit, transit_feedback@parkcity.org.

Attachments:

- Attachment A** – July Fixed-Route Ridership Report
- Attachment B** – July 12-Month Rolling Ridership Report
- Attachment C** – Current Ridership Trend (Covid Impact)

Park City Transit - July 2020 Fixed Route Ridership

2019 2020

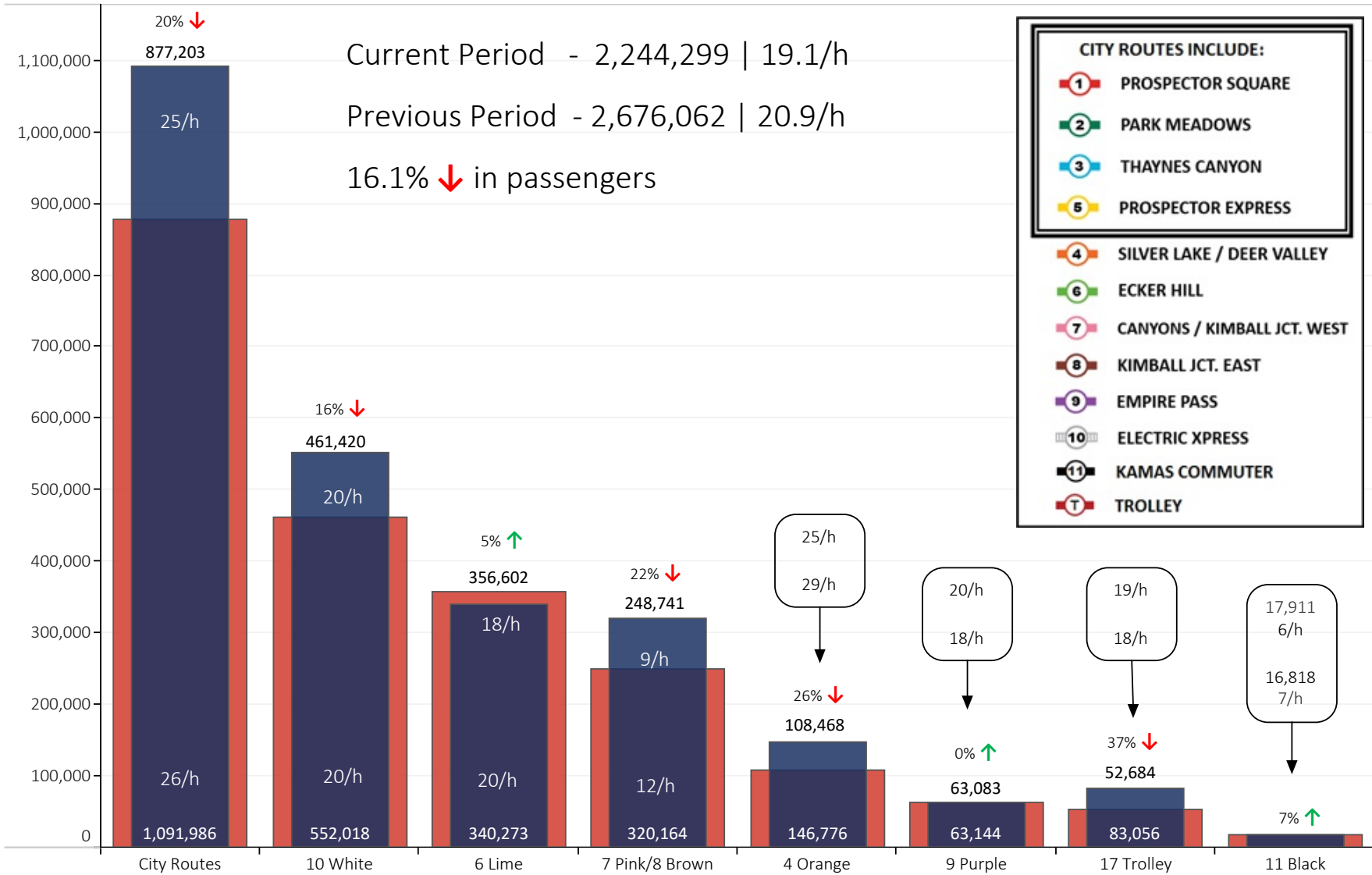


##/h = passengers per service hour, \$###.## = cost per passenger
 All percentages represent % change.
 Monthly totals do not include the Kimball Junction Circulator or the PC - SLC Connect.
 The reduced service City Wide route is included in the 1 Red data.
 Passengers per service hour is rounded to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



Park City Transit - Monthly Annual Fixed Route Report
(12 months - August through July)

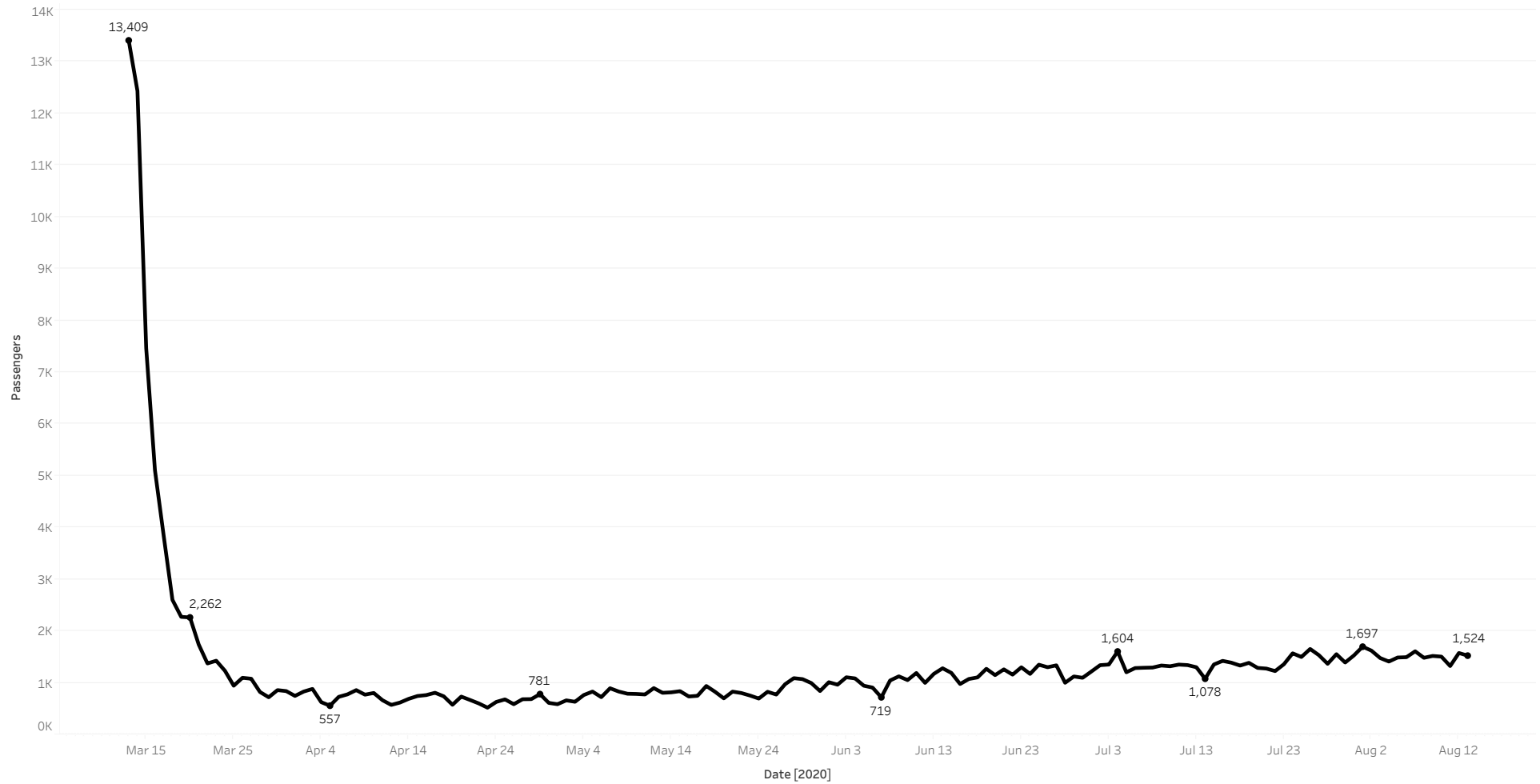
Current 12 Months Previous 12 Months



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 data collection quality improved dramatically during the current period.

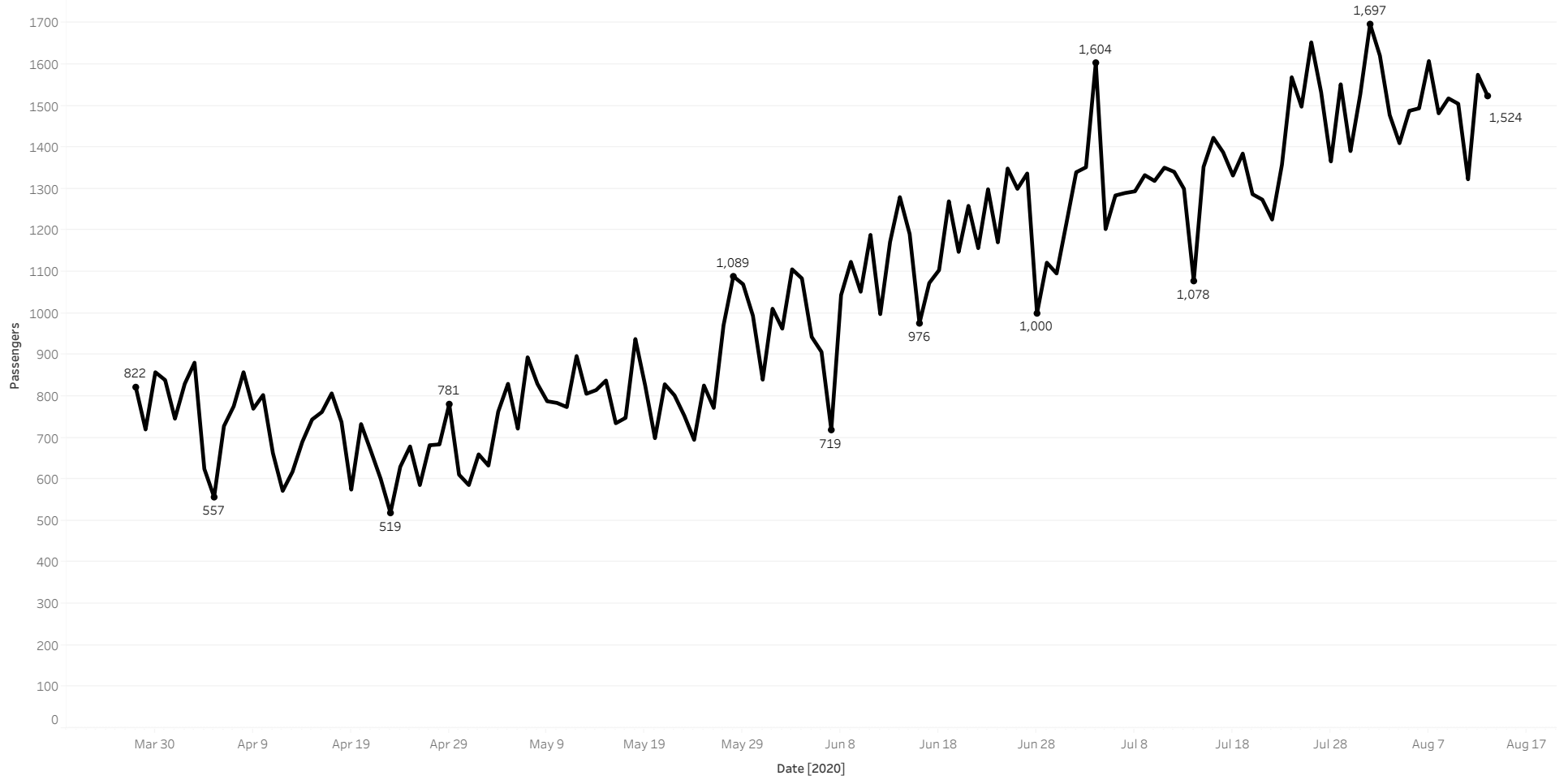


Daily Total Ridership (March 15 - August 13)



Attachment C

Daily Total Ridership (March 28 - August 13)





Indicators Considered

Winter Transit Service Projected Conditions

**What did conditions look like during peak of COVID-19?
(March-May. 2020)**

Air Travel

Resort Lodging

Sales Tax Revenue

Today? (July-Aug. 2020)

Community mobility current snapshot

Winter 2020-21?

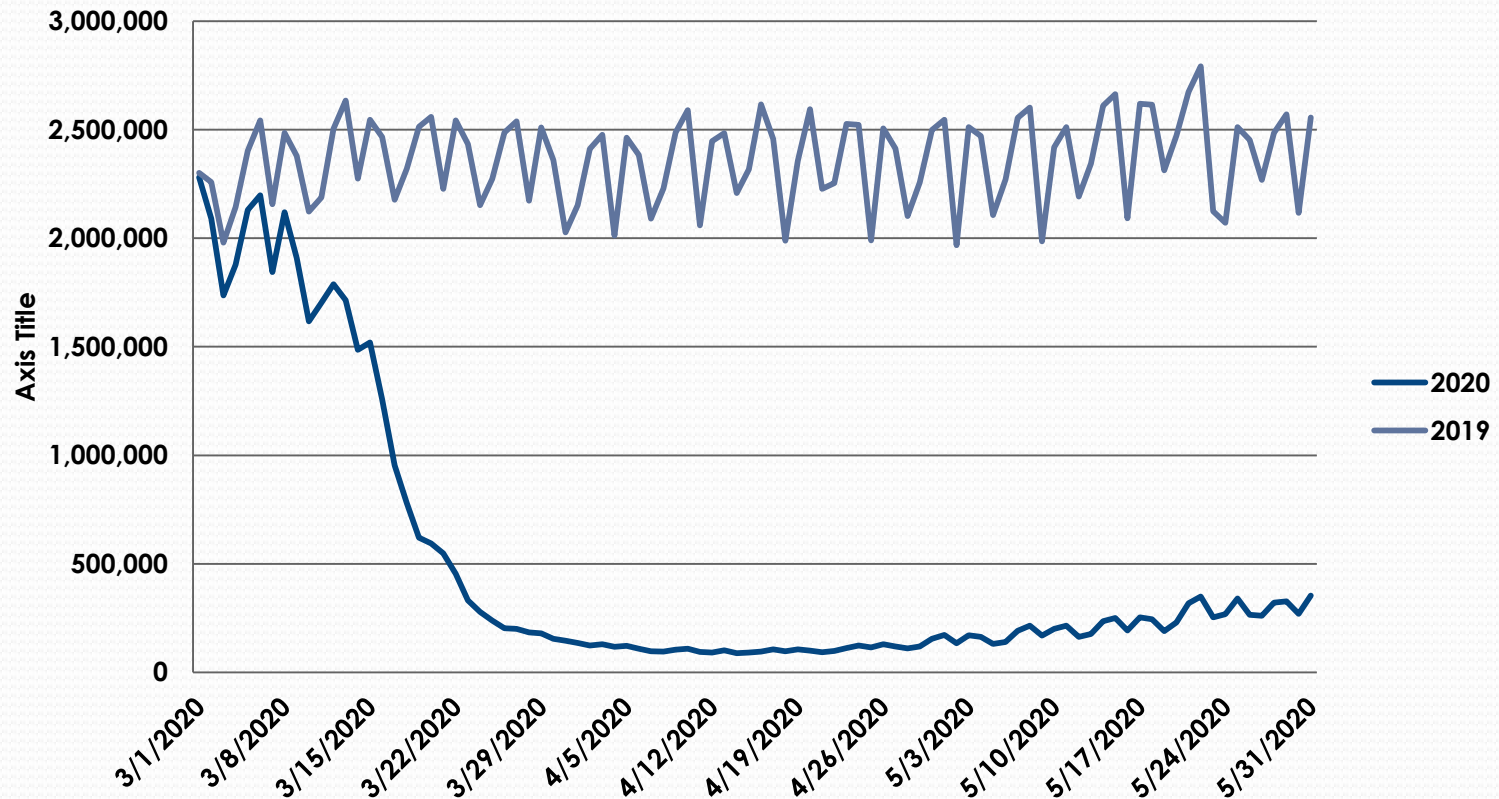
Case Study: Australian Ski Resorts



COVID-19 March-June Conditions

Air Travel in United States (Peak COVID-19 Snapshot)

TSA Checkpoint Travel Numbers,
March-May 2020

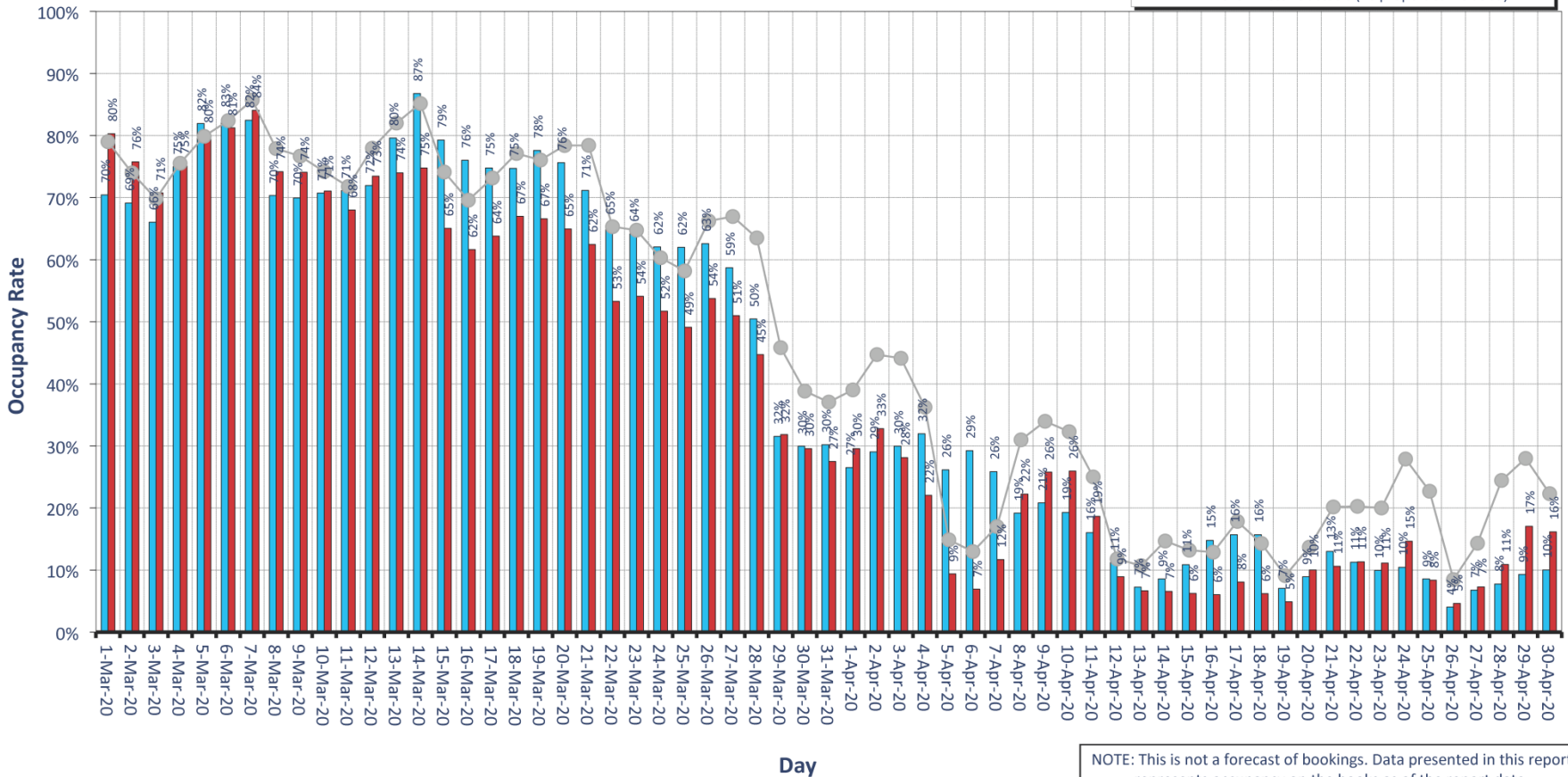


March-April 2020 Lodging Report

Park City Daily Occupancy Report as of February 29, 2020

"RETAIL REPORT": 60-DAY ADVANCE VIEW

Report Date: 2/29/2020



NOTE: This is not a forecast of bookings. Data presented in this report represents occupancy on the books as of the report date.

Peak COVID-19 Sales Tax Revenue Snapshot

The Latest Data on COVID Impacts

March through May Sales Tax data indicates revenues beating projections

General Fund	
Original Projected Sales Tax Shortfall	Current Projected Sales Tax Shortfall
(\$3,708,047)	(\$2,860,576)

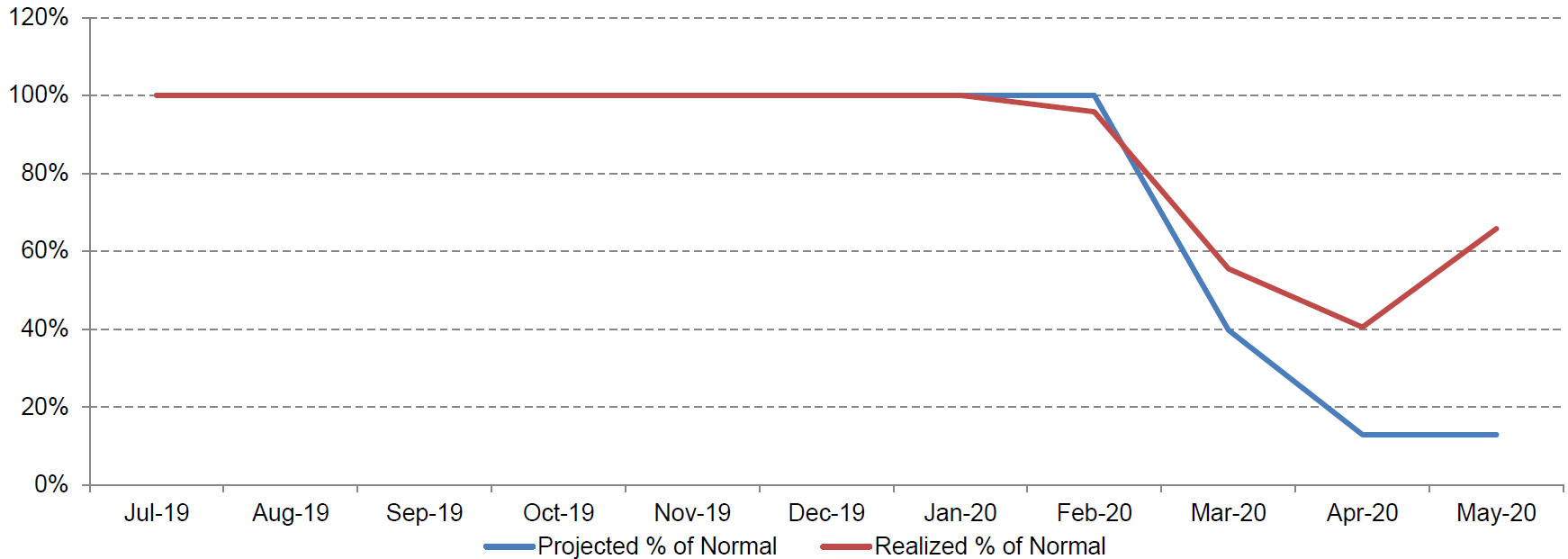
General Fund					
Monthly	5 Yr Average	FY19 Realized	FY20 Projection as of April 2020	FY20 YTD Realized	\$ Variance from Projection
July	\$605,903	\$710,538	\$890,546	\$890,546	\$0
August	\$624,301	\$749,260	\$839,320	\$839,320	\$0
September	\$637,795	\$710,581	\$912,173	\$912,173	\$0
October	\$463,005	\$542,601	\$715,887	\$715,887	\$0
November	\$535,682	\$610,227	\$820,365	\$820,365	\$0
December	\$1,456,694	\$1,599,739	\$1,877,541	\$1,877,541	\$0
January	\$1,636,810	\$1,915,943	\$2,167,579	\$2,167,578	(\$0)
February	\$1,604,411	\$1,795,614	\$2,020,291	\$1,936,051	(\$84,239)
March	\$1,732,104	\$2,160,171	\$926,264	\$1,292,639	\$366,376
April	\$487,140	\$509,306	\$117,143	\$368,103	\$250,960
May	\$464,039	\$591,398	\$76,661	\$391,036	\$314,375
June	\$639,146	\$771,332	\$159,307		
Total	\$10,887,030	\$12,666,710	\$11,523,077	\$12,211,241	\$847,471


Peak COVID-19 Sales Tax Revenue Snapshot

The Latest Data on COVID Impacts

March through May Sales Tax data indicates revenues beating projections

General Fund - Projected vs. Realized Sales Tax Path
As Percent of Normal

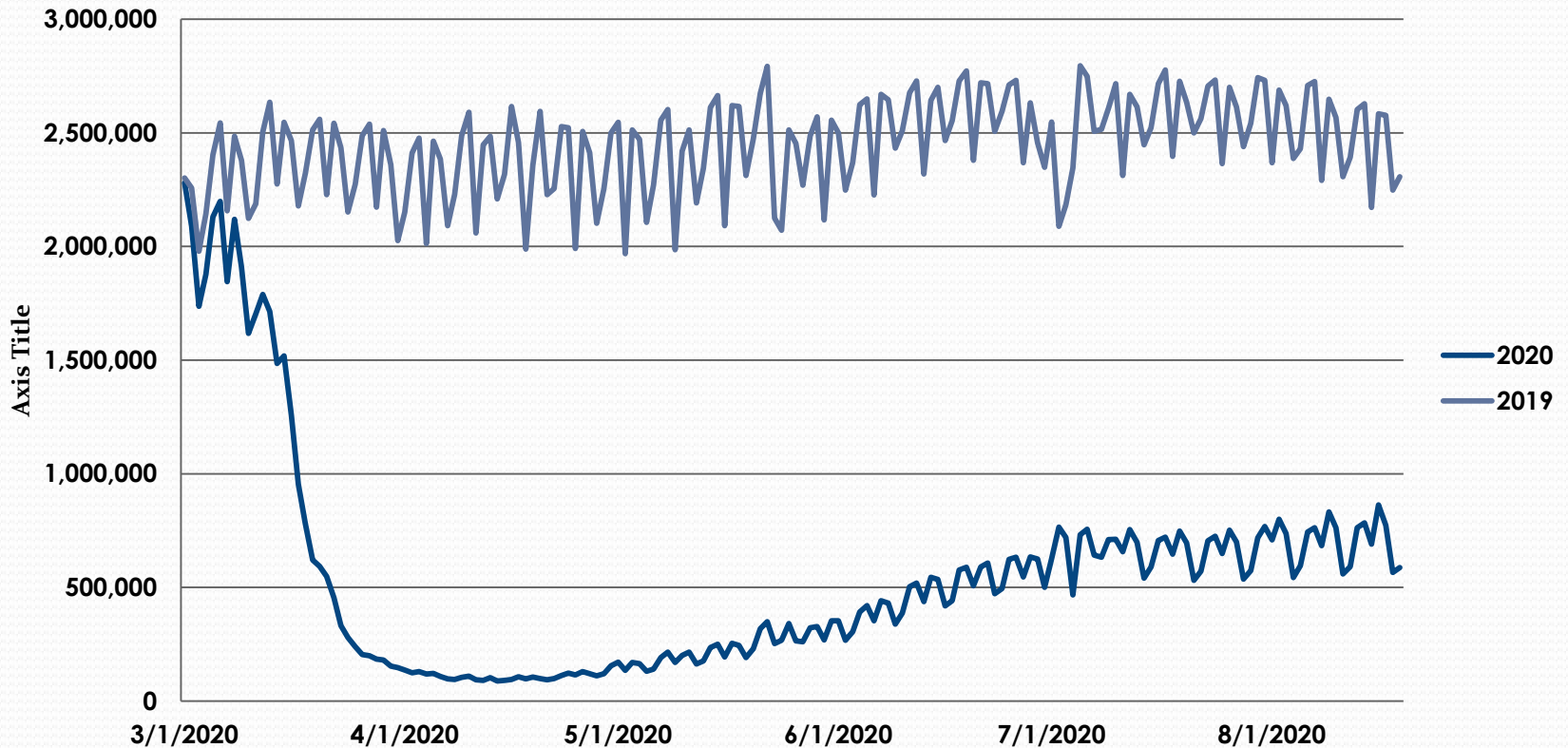




Existing Conditions, Winter 2020-21 Predictions

Air Travel in United States (March-August)

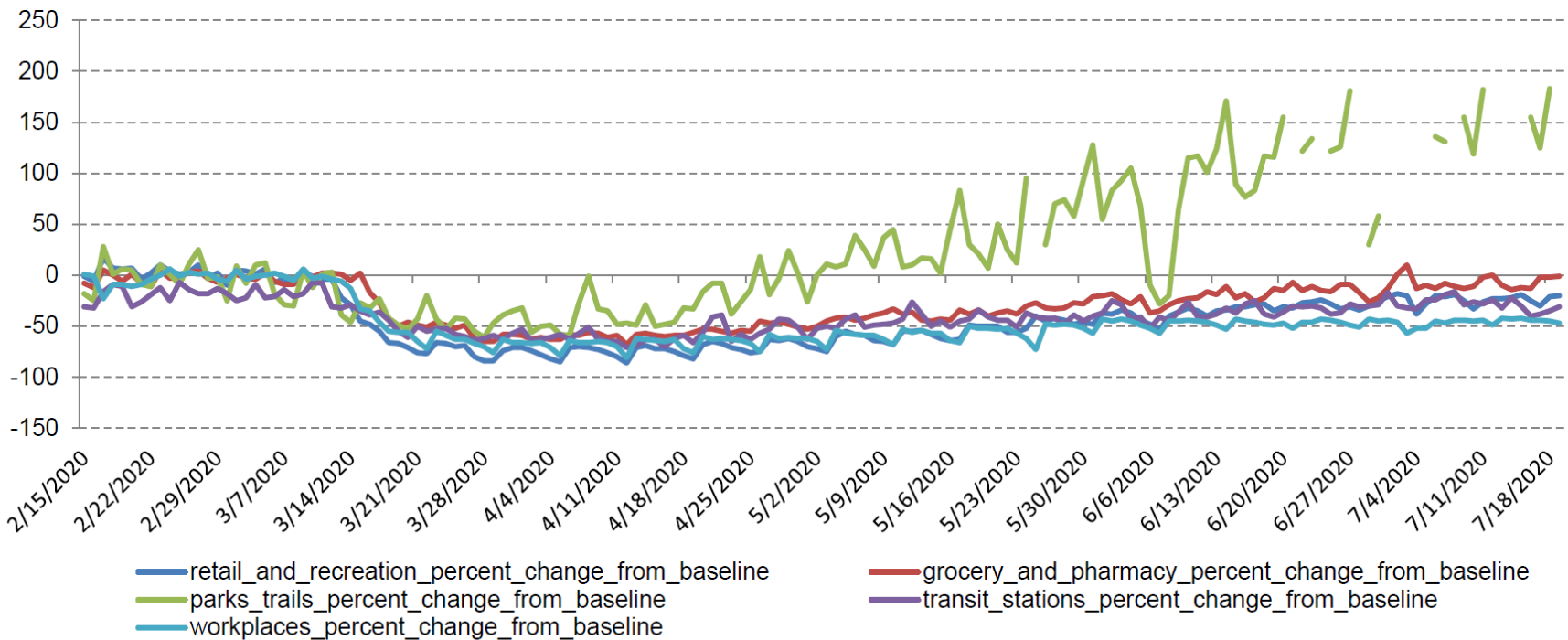
TSA Checkpoint Travel Numbers, March-Aug. 2020



The Latest Data on COVID Impacts

Google's COVID-19 Mobility dataset illuminates a continued recovery in movement within Summit County

Google Mobility Data - Summit County, UT



Source: Google, Park City Municipal Corporation as of 7/19/2020. These datasets show how visits and length of stay at different places change compared to a baseline. Google calculates these changes using the same kind of aggregated and anonymized data used to show popular times for places in Google Maps.

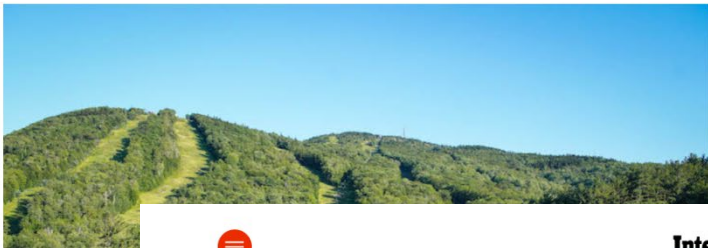
Case Study:

FEATURED

Is Vail's reaction to COVID-19 in Australia a sign of things to come for us?



By Eric Wibur
July 15, 2020



Less than a month ago, Ski Area Management Magazine editor Rick Kahl suggested that skiers and riders look to Australia for an idea about how the ski business will run in the United States next season in the wake of the COVID-19 pandemic.

Then again, if you're an optimist, maybe you'll

n Resorts

Editorials



Q Search

Lang

Live TV

Live Radio

ears Force Police to Block Australian Ski Resorts

Student Union
US Universities Roll
Out COVID Spit Tests



East Asia Pacific
Indigenous Rappers
Warn Australians of
COVID-19 Threat



Intelligencer



THE TOP LINE | JULY 12, 2020

How Ski Resorts Hope to Operate Under COVID-19 This Winter

By Josh Barro



MOST VIEWED STORIES

1. Are Republicans Abandoning a Second Stimulus Check?
2. Democratic National Convention Schedule: Who's Speaking and How to Watch
3. The Chaotic, Desperate, Last-Minute Trump 2020 Reboot

Source: New England Ski Journal <https://www.skijournal.com/is-vails-reaction-to-covid-19-in-australia-a-sign-of-things-to-come-for-us/> 43

Source: Voice of America <https://www.voanews.com/covid-19-pandemic/covid-19-fears-force-police-block-roads-australian-ski-resorts>

Source: Intelligencer <https://nymag.com/intelligencer/2020/07/how-ski-resorts-hope-to-operate-under-covid-19-this-winter.html>

Case Study:

COVID-19 and Australian Resorts

- **Australia's experience with COVID-19 is similar to the U.S.**
 - Still seeing COVID-19 cases, but not a total business lockdown
- **Resorts opened with safety measures in place**
 - Social distancing enforced
 - Some offered online ticket reservations only; no season passes
 - Some resorts voluntarily limited to 50% capacity
 - Other resorts had no capacity restrictions
- **Some resorts closed voluntarily after COVID-19 lockdowns put in place**
 - Mount Hotham had only been open four days before the decision to close the lifts due to rising COVID-19 cases

Case Study: COVID-19 and Australian Resorts

- Lessons Learned
 - Industry and customers optimistic about ski season
 - Customers still intend to visit resorts, but fewer do than in normal conditions
 - Despite best planning efforts, effects of COVID-19 are unpredictable

Summary

- Worst-Case Scenario
 - Similar COVID-19 outbreak conditions
 - Another economic shut-down
 - Lose 75-90% of Riders again
 - Extremely unpredictable conditions
- “New Normal”
 - Might be similar to existing conditions
 - Better economic conditions than COVID-19 first outbreak
 - Lower-than-normal ridership, stable
 - Unpredictable conditions
- Better economic forecasts to come



MEMORANDUM

Date: August 24th, 2020
To: Park City Transit Joint Transit Advisory Board
From: Scott Burningham, Transit Service Planner
Subject: Winter Service Options

Recommendation:

Staff is recommending a 35% service reduction for the Winter 2020-21 season. 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.

Discussion:

Route by Route Proposal:

- 1 Red: Change from 20 minute frequency to 30 minute. Shorten route by removing Quinn's Jct. Quinns will be served by on demand.
- 2 Green: Change from 20 minute frequency to 30 minute.
- 3 Blue: Cut.
- 4 Orange: Keep 30 minute frequency. Cut service hours from 6:30am-11:00pm to 6:30am-10:30am / 3:00pm-7:00pm (peak service).
- 5 Yellow: Change from 20 minute frequency to 30 minute. Add Park City Mountain to route.
- 6 Lime: Change from 15 minute frequency 6:00am-12:00am to 30 minutes 6:00am-11:00pm and 15 minutes 6am-10am and 3pm-7pm (peak trippers added). Extend route to Deer Valley.
- 7 Pink: Keep 30 minute frequency. Change service hours from 5:45am-11:45am to 5:45am-10:45pm.
- 8 Brown: County takes over August 24th, 2020.
- 9 Purple: Keep 30 minute frequency. Change service hours from 6:40am-11:10pm to 6:40am-10:40am and 2:40pm-6:40pm (peak service). *Looking to JTAB for discussion on whether to cut this entire route. Estimated additional savings would be \$86,698.*
- 10 White: Change frequency from 10 minutes 6:40am-12:10am to 15 minutes 6:40am-7:10pm and 30 minute frequency from 7:10pm-11:10pm.
- 11 Black: 3 AM Peak Buses and 3 PM Peak Buses. Same as last year.
- Citywide: Keep 30 minute frequency. Service hours 5:30am-7:00am and 11:00pm-2:00am. Same as last year.
- Trolley: Cut

Route	Estimated Savings From Cuts
1 Red	\$379,354
2 Green	\$77,184
3 Blue	\$363,676
4 Orange	\$224,316
5 Yellow	\$157,048
6 Lime	\$203,010
7 Pink	\$24,522
9 Purple	\$97,284
10 White	\$323,074
11 Black	\$0
Citywide	0\$
Trolley	\$160,800
Total	\$2,010,268

Fiscal Analysis:

Costs are estimates only. Costs were calculated based on costing model of \$61.37 per hour and \$1.32 per mile provided by the Transit Analyst. Cost was calculated based on a 134 day winter season.

Percent of typical service was estimated by comparing to a winter service daily cost from Winter 2019-20 of \$43,650 per day for 134 days for a total of \$5,849,100.

Additional Information:

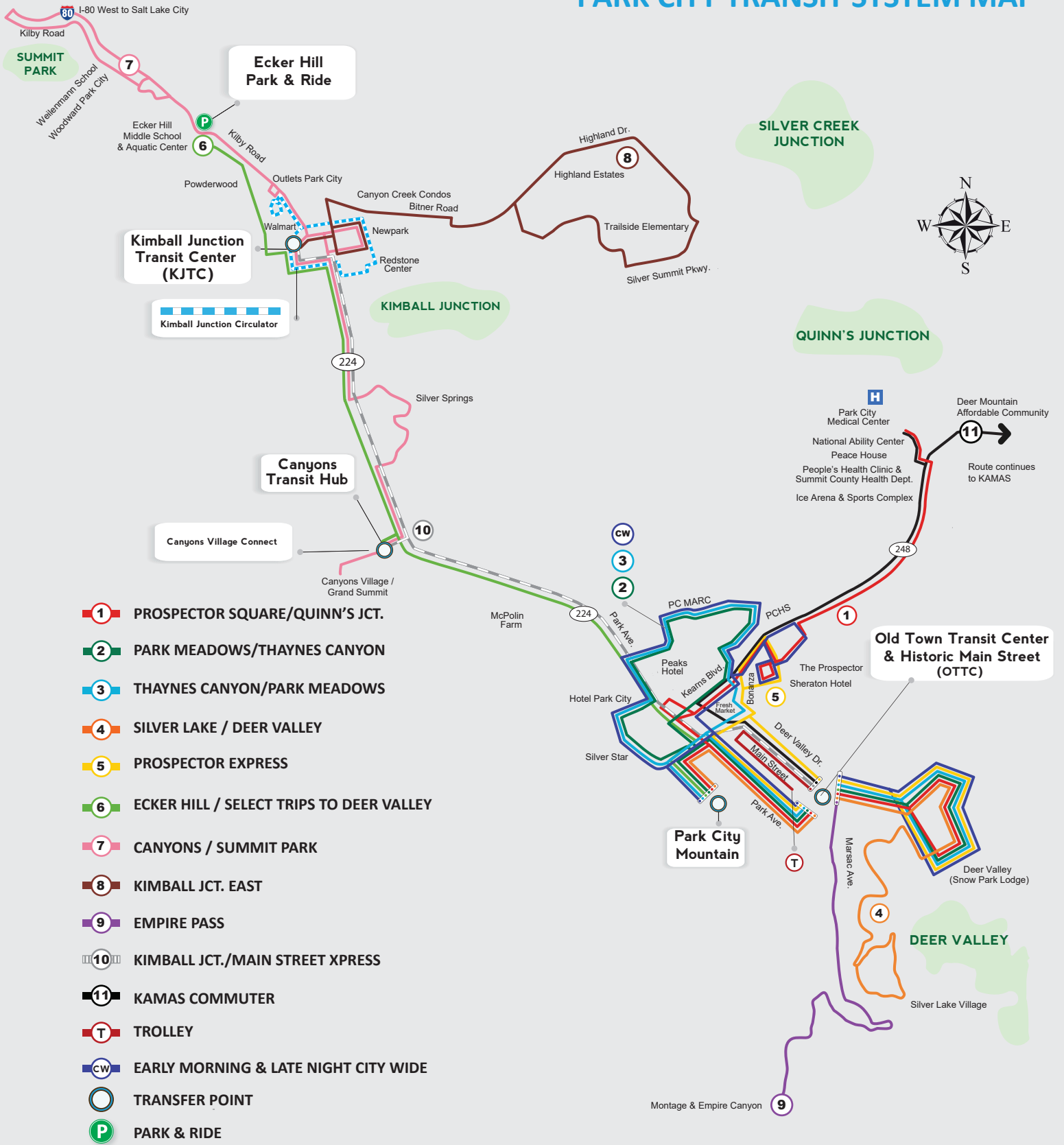
If you have any questions or comments regarding this item, please contact Scott Burningham, Transit Service Planner, sburningham@parkcity.org

Attachments:

- Attachment A – System Map
- Attachment B – Winter 2019-20 1 Red Map.
- Attachment C – Proposed Winter 2020-21 1 Red Map
- Attachment D – Winter 2019-20 5 Yellow Map
- Attachment E – Proposed Winter 2020-21 5 Yellow Map
- Attachment F – Winter 2019-20 6 Lime Map
- Attachment G – Proposed Winter 2020-21 6 Lime Map
- Attachment H – Winter 2019-20 Passenger Counts By Route and Hour
- Attachment I – Riders Per Hour May-July 2019 vs. May-July 2020
- Attachment J – Buses Per Hour To/From KJTC and Canyons With 35% Cut
- Attachment K – Route Frequency at 35% Reduction
- Attachment L – System Summary at 35% Reduction

Attachment A

PARK CITY TRANSIT SYSTEM MAP

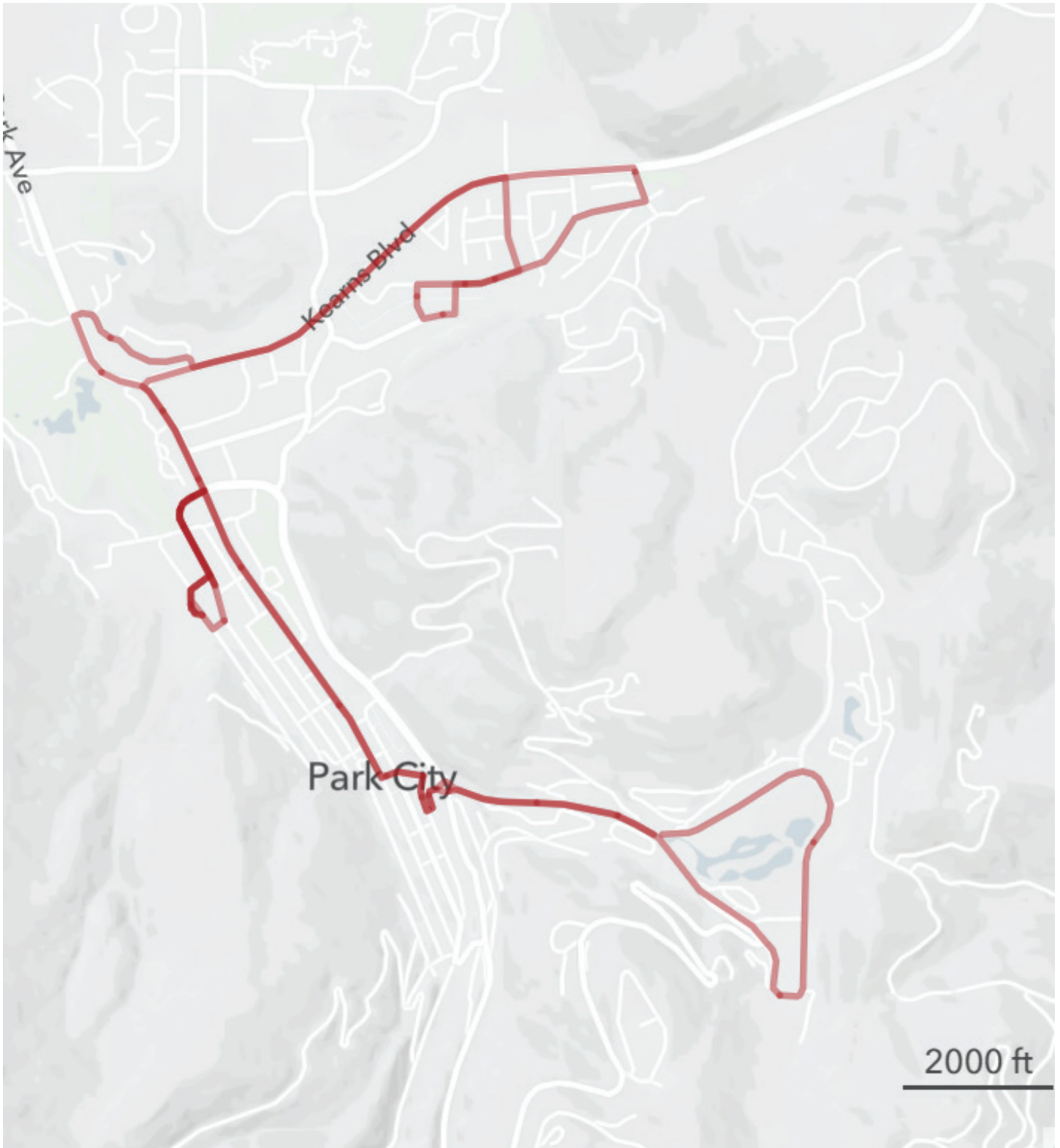


Attachment B



Winter 2019-20 1 Red Map

Attachment C



Proposed Winter 2020-21 1 Red Map

Attachment D



Winter 2019-20 5 Yellow Map

Attachment E



Proposed Winter 2020-21 5 Yellow Map

Attachment F



Winter 2019-20 6 Lime Map

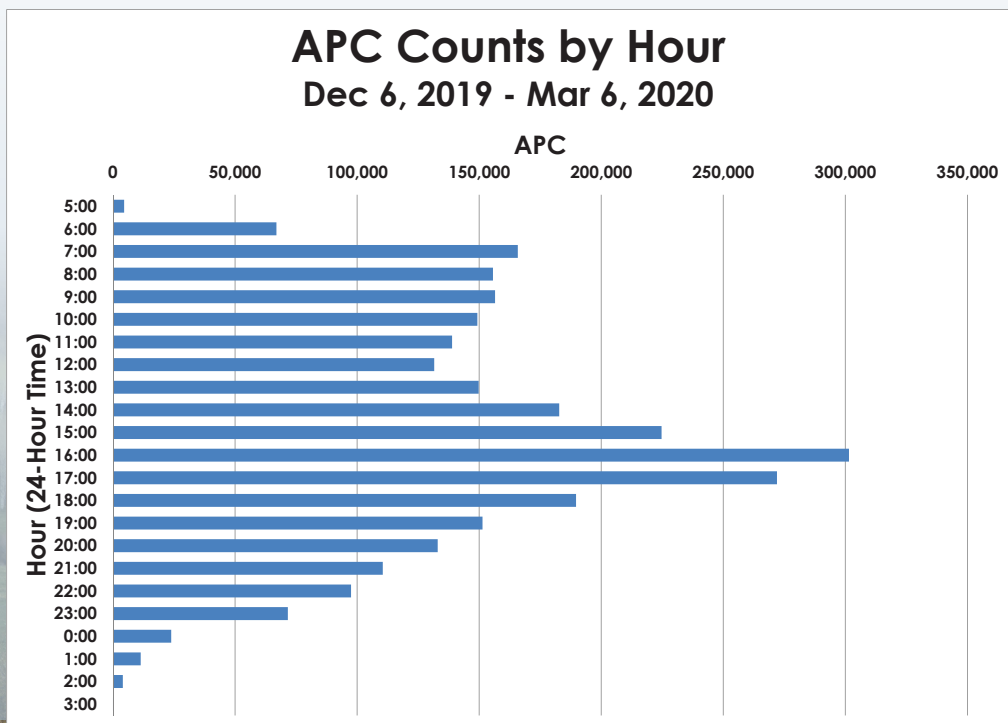
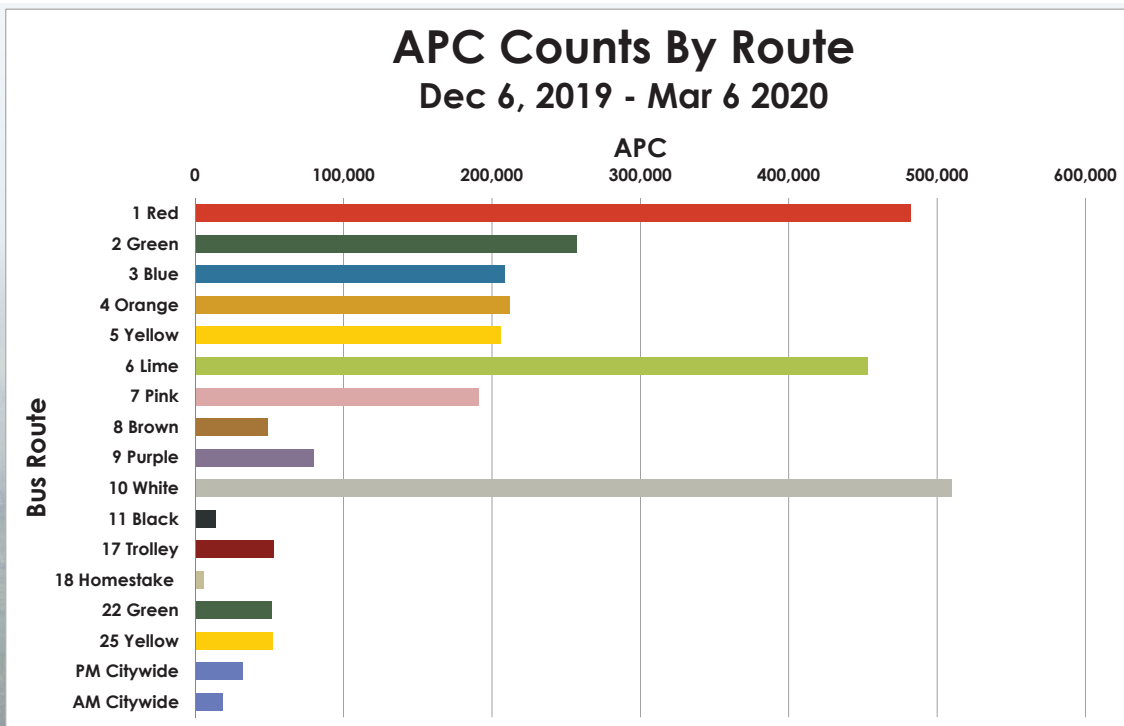
Attachment G



Proposed Winter 2020-21 6 Line Map

Attachment H

Annual Passenger Counts by Route and Hour



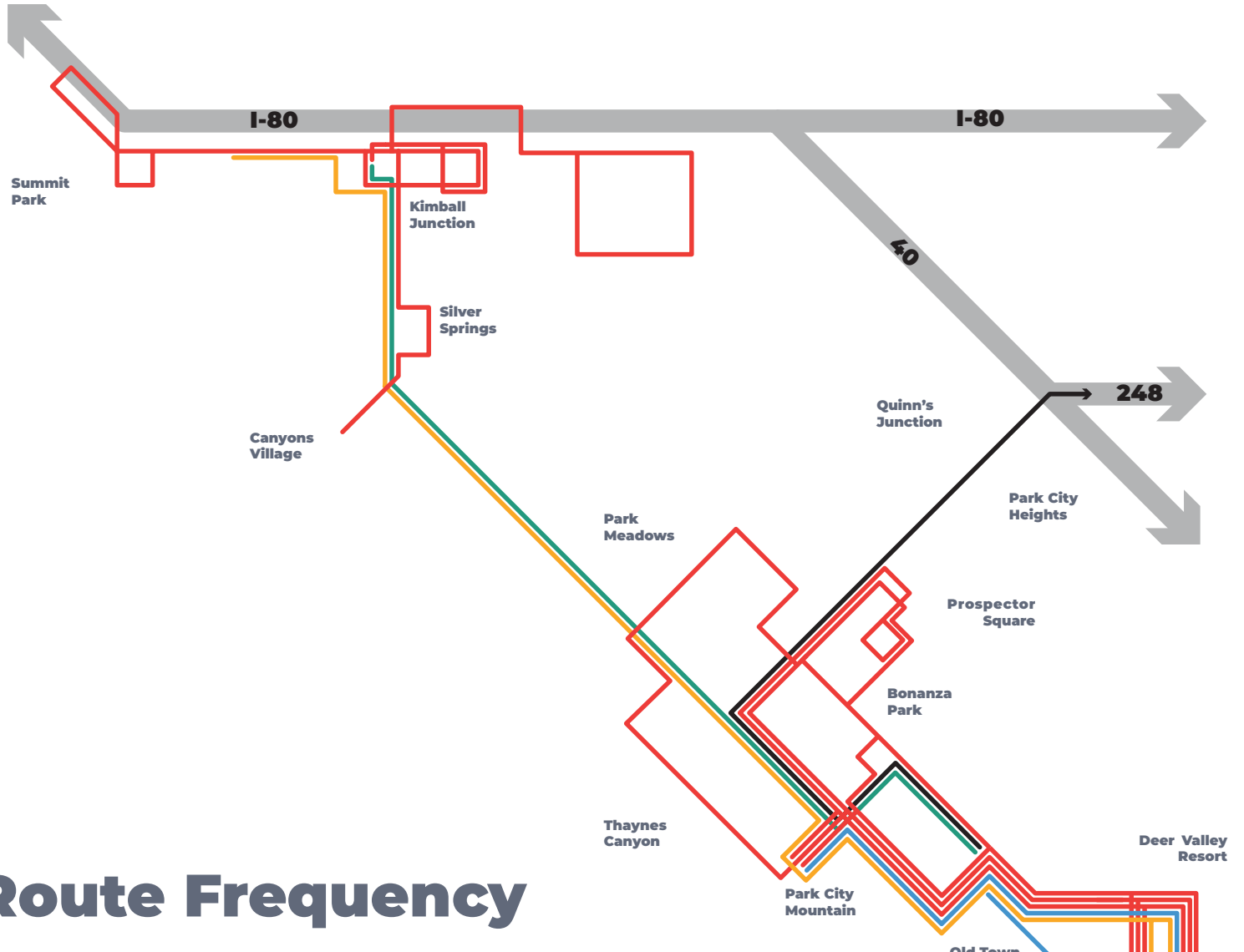
Attachment I

Riders Per Hour

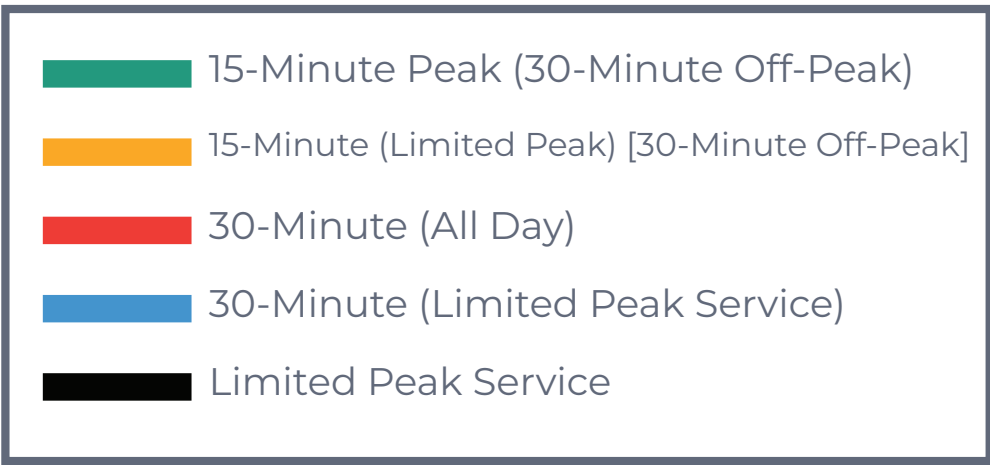
Route	May - July 2019			May - July 2020		
	Riders	Hours	Riders/Hour	Riders	Hours	Riders/Hour
5 Yellow	1,745	75	23.27			
1 Red	101,064	4,389	23.03	17,787	3,107	5.73
Trolley	24,717	1,085	22.77			
4 Orange	8,027	444	18.10			
10 White	111,481	6,479	17.21	29,781	2,821	10.56
9 Purple	12,243	773	15.83			
2 Green	44,316	2,943	15.06			
6 Lime	59,675	5,016	11.90	20,439	3,013	6.78
7 Pink	53,514	4,644	11.52	21,649	4,313	5.02
8 Brown	14,201	1,729	8.21	7,617	1,500	5.08
Kamas	5,341	675	7.91	2,606	748	3.48

Attachment J

35% Service Reduction



Route Frequency



Attachment K

35% Service Reduction

ROUTE <i>*Route Adjustment</i>	(TYPICAL)/PROPOSED SERVICE HOURS	(TYPICAL)/PROPOSED FREQUENCY	COST SAVINGS (VS. TYPICAL)
● 1 Red	6:00am-11:00pm	(20-Minute)/30-Minute	\$379,354
<i>*See Map</i>			
● 2 Green	6:00am-11:00pm	(20-Minute)/30-Minute	\$77,184
● 3 Blue	8:00am-11:00pm	30-Minute	\$363,676
<i>*Eliminate Route</i>			
● 4 Orange	(6:30am-11:00pm) 6:30am-10:30am 3:00pm-7:00pm	30-Minute	\$224,316
● 5 Yellow	6:00am-11:00pm	(20-Minute)/30-Minute	\$157,048
<i>*Extend to Park City Mtn.</i>			
● 6 Lime	(6am-12am) 6am-10am/3pm-7pm 10am-3pm/7pm-11pm	(15-Minute)/15-Minute (15-Minute)/30-Minute	\$203,010
<i>*Extend to Deer Valley Resort</i>			
● 7 Pink	(5:45am-11:45pm) 5:45am-10:45pm	30-Minute	\$24,522
● 9 Purple	(6:40am-11:10pm) 6:40am-10:40am 2:40pm-6:40pm	30-Minute	\$97,284
● 10 White	(6:45am-12:05am) 6:40am-7:10pm 7:10pm-11:10pm	(10-Minute)/15-Minute (10-Minute)/15-Minute	\$323,074
● 11 Black	Peak Service Only	6 Trips Daily	---
● City Wide	5:30am-7:00am 11:00pm-2:00am	30-Minute	\$0
● Trolley	8:00am-9:00pm	(15-Minute)/20-Minute	\$160,800 Total
<i>*Eliminate Route</i>			
Estimated Savings: \$2,010,268 ⁵⁹			