



FREQUENTLY ASKED QUESTIONS ABOUT THE UPCOMING PARKING MANAGEMENT PROGRAM



How will parking work on-the street and in the China Bridge parking structure?

- On the street: There will be parking meters just like today, but we will soon deploy a mobile payment app called Go Park City. At the meter, you'll enter your license plate number and not have to return to your car.
- China Bridge: Gated/ticketed parking 24/7. Paid parking will begin at 5pm, but the first hour is free. For example, if you enter at 1pm and leave at 7pm, you'll be charged for one hour. From December 15-April 15, it's \$3/hour.

What about other surface lots like Sandridge, Gateway, North Marsac?

- North Marsac: Paid parking 5pm-midnight. Peak season rate is \$1/hour.
- Gateway: Valid for Blue Square and "C" permit parking only.
- Bob Wells Plaza and Swede Alley On-Street: Paid parking 5pm-midnight. Peak season rate is \$3/hour. Four-hour time limit.
- Main Street and Brew Pub: Paid parking 11am-midnight. Peak season rates are as follows: \$2/hour 11am-5pm, \$4/hour 5pm-midnight. Three-hour time limit.
- Flag Pole: Paid parking 5pm-midnight. Peak season rate is \$3/hour. Four-hour time limit.
- Sandridge: Free parking. Select spots will be designated for residential use.

Why not just build more parking?

Traffic congestion is one of the biggest complaints from local residents and businesses alike. Unfortunately, simply building more parking for vehicles in the core of Old Town prior to implementing various parking and transportation only invites more traffic congestion into our town. As a result, Park City is working to create viable alternatives to reduce congestion and single-occupancy-vehicle trips. The first step is to better manage the existing parking supply, combined with viable transportation and transit alternatives.

What alternatives are there for employees and visitors beyond driving?

The solutions are many....

- Carpools of two or more people will receive free parking in China Bridge.
- Free employee parking at the Homestake Employee Lot, located at 1875 Homestake Road. Free shuttles will depart for the Old Town Transit Center every 10 minutes during peak times.
- Free Guaranteed Ride Home program for employees during emergencies.
- Transit service increases, including the new Kamas Commuter, Electric Xpress (10-minute frequency) from Kimball, and twice the number of PC/SLC Connect services.
- Electric bike share offers in-town transportation

Learn more about these options and routes at www.parkcitytransit.org.

(more)

How will carpooling be enforced and where will carpool lots be?

Two employees may sign up for the carpool program together, and their license plates will be registered as one carpool. With license plate-recognition capability, both cars in the program will not be allowed in the carpool lot at the same time. There will also be strict monitoring, and violators will have their carpool privileges revoked. China Bridge will be the carpool parking location.

How are business permits being handled?

Each business will be given a window of opportunity to purchase one Blue Square permit. This permit will entitle the business to unlimited parking at no additional charge, and the permit is transferrable between employees within the business. Once each business is given a chance at purchase, additional permits may be sold. Green dot permits will no longer be available.

Will there be changes for parking on Park Avenue or other streets in proximity to Main Street?

No. Parking will remain the same on Park Avenue and surrounding residential streets. This is in part because Park Avenue will be the focus of a larger reconstruction project, estimated for 2019. No substantial parking changes will be made before that time.

What about load zones?

The Transportation Planning team is currently assessing shuttle and taxi load areas. Active loading/unloading is permitted on Main Street; use flashers and comply with the City's anti-idling ordinance.

Commercial loading/unloading is permitted prior to noon each day.

Wasn't China Bridge engineered for more parking?

When China Bridge was built, it was engineered for about 65 more spots, which is a small number. The construction would also be very expensive (estimated \$40,000 per spot). While in the future that could be built, current Council direction addresses issues of availability by using technology to understand and manage the existing supply.

Won't locals stop coming to Main Street if we charge for parking?

No, we don't believe so. In fact, documented data from other cities demonstrate that the implementation of demand-based paid parking results in an increase in business and average sales tax revenues. While we believe locals will appreciate parking availability and the technology that will help them more easily find a spot, we will closely monitor feedback from locals.

More details forthcoming in the next several months

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