

**From:** william moore [mailto:wm.moore@me.com]

**Sent:** Tuesday, August 15, 2017 3:50 AM

**To:** Lynn Ware Peek

**Cc:** Ellen Henderickson; robert dixon

**Subject:** Re: Main Street Plaza Project

Hello Lynn,

My name is William Moore and my wife & I live at 148 Main, sorry I will not be in town for the walk by today. I return from Europe on Thursday and would like to speak with you regarding the items Dr. Dixon mentioned.

1. I agree with the idea to have the venue (stage) face towards town not the residential area.
2. We also support the seasonal ice rink plan.
3. I see no reason to alter the trolley route as it now stands, turning around at the junction of Main & Hillside.
4. I do not totally understand the Swede -Brew Pub issue at this time. I do understand the traffic issues with large vehicles and traffic between Main, Swede, Upper Main, Hillside, King and Daly. This area is congested most of the time and becomes a nightmare during high seasons, summer of winter. My main issue is Hillside is zoned for residential driving, but it is used by large delivery vehicles, tour buses and hotel transportation buses continually. The breaking noise on downhill traffic is an issue as is the engine revving on the uphill traffic. I am not sure how to solve but it is clear to me if it is zoned for residential use then it should not be used as a main through fare.
5. If the desire is to make Main St a destination spot it should be more focused on pedestrian activity. The walk ways should be wider, there should be more outside seating (permanent and attractive not the pop-up type we have now) for restaurants, the street should be one way, deliveries should be on off hours (early or late night). If the desire is to have people come to Main street for shopping and dinning we should think of a peaceful walk aka strolling vs trying to navigate, traffic and tight walkways.

Regards,

William Moore

775.830.3010

[wm.moore@me.com](mailto:wm.moore@me.com)

**From:** robert dixon [<mailto:Spine.Dixon@hotmail.com>]  
**Sent:** Monday, July 03, 2017 10:13 AM  
**To:** Lynn Ware Peek  
**Subject:** Main Street Plaza Project

Hi Lynn,

Thank you for the outreach leaflet left on our door at 166 Main Street.

In regards to the Main Street Plaza project, would you please answer a few questions we have (1., 2.) regarding this project.

Also you may wish to entertain (or ignore!) a few alternative suggestions (4., 5., 6.). We realize these may have already been discussed and dismissed.

Please respond to items 1. & 2 for us

1. We understand a convertible pavilion and event area is to be established and wonder if noise projection will be mitigated and directed away from the residential area of upper Main Street? Also, is a maximal decibel limits for performances established?
2. We fully support a seasonal ice rink feature. This would be a spectacular offering to enhance visitor experience.  
Is this still being considered? From Exhibit B Page 23, 2c: "c. No ice rink,"
3. We support **NOT** truncating the trolley turnaround due to the nil effect on traffic congestion, and the negative impact upon the City's intent to expand service into neighborhoods.
4. The alternative Brew Pub-Swede Alley bypass' necessary turning radius would negatively affect the pedestrian experience in downtown by reducing the park/commercial area, impacting the space with a traffic through-fare and reducing pedestrian safety. I wonder if you would alternately consider limiting service vehicle size, and consider enforcing a more coordinated scheduling of deliveries onto Main St., during earlier morning hours.  
Another consideration would be an out-of-the-box alternative using a staging area for deliveries. As an example, the large delivery trucks that currently park on Main St. would instead park at a final delivery staging area (e.g. the top of the China garage early am) to unload their items to a smaller (eventually driverless) vehicle/drone for final delivery to the commercial address with notification. People are ferried into town, why not supplies!
5. The turnaround at Hillside and Main at times becomes very congested with shuttle/taxi vehicles. I have experienced 6 shuttles parked in the street at one time, at the junction of Hillside-Daly-Main. I respect their contribution to visitor experience but would like them to consider an alternative staging area (Bob Wells PL?), or limit the number of vehicles at this intersection during peak time periods. Alternately, registering vehicles to allotted time slots for this area.
6. In regards to Hillside traffic flow issues: Install a one-way directional system alternating between uphill and downhill flow, such as an Octagonal ('Stop' shaped) sign with "Proceed" and "Wait" LED panels (in place of STOP), located at each end of the hill, alternating directional flow.

Best regards,

Rob & Chrys Dixon

**From:** Clive Bush [cbushuk@gmail.com]

**Sent:** Wednesday, January 18, 2017 10:04 AM

**To:** Matt Cassel

**Cc:** Peter Marth; Lynn Ware Peek; Jonathan Weidenhamer; Corey Legge; Diane Foster

**Subject:** Re: Meeting for Hillside Avenue

Matt, Jonathan, Lynn & Corey

Thank you for the productive meeting yesterday and for meeting us on-site. You witnessed first hand just one example of a Park City Resort bus that was completely empty circulating twice down Hillside rather than wait for a pick up from Swede or Main either due to the anti idling law or no space to wait? My argument has often been contrary to the traditional train of thought in that Shuttles increase traffic with so much redundant use and patrons from Deer Valley using them as a taxi service one way to/from dinner, etc.

While we understand that some of the improvements will take time to flush out in conjunction with the development of the brew pub Plaza, traffic and parking studies, there do appear to be some 'low hanging fruit' that could be actioned quicker such as:-

1. Remove directional parking signs that direct traffic through the residential streets.
2. Remove the informational signs at the trolley turnaround and on Marsac Ave at the top of Hillside.
3. Improve the unmarked trail from the top of Hillside to Swede Alley. I see this as a stop gap solution to the lack of wheeled pedestrian access from South OT and The Sandridge parking lots to Main Street. If it can accommodate strollers and alike it could assist in making these pedestrians safer, but it still lacks lighting and winter suitability and is likely too steep. It must also be made bicycle free! The ADA requirements are clearly much stricter and I think we missed an opportunity while adding the steps down from the South Sandridge Lot that could or should have been signed and ramped?
4. Do something about the traffic hazard on the bend at the top of Hillside - add stop signs to slow traffic down? While accident statistics may not justify an improvement here, the speed of unfamiliar drivers ascending Hillside has caused me some anxiety while exiting my driveway and even more for the other driver!, Not to mention the foul language and horns that get blasted when drivers do not obey the giveaway signs.
5. Investigate and implement a restriction on Shuttle use of residential streets to access the commercial zone. Possible restriction(s) added to licencing of commercial taxis, shuttles, etc? I concur that this might be more palatable to the shuttle community if this is implemented along with a suitable waiting and pick up zone but I would encourage quick study and discussion to find a suitable solution to this ever increasing problem.
6. Bigger/better sign on Marsac at entrance to China Bridge for parking. I'm sure this is accommodated in the parking study with implementation of electronic signs. Same goes for

North Marsac Parking and Sandridge - one or the other should say "LAST PARKING FOR MAIN STREET"

7. Add 'Historic Residential Signs' when entering these zones...use of different colors for different zones are often a useful visual aid for drivers to distinguish between zones. Use of different colored asphalt on the road surface can also have a dramatic effect.

For the longer term solutions I as always have my 'opinions' such as:-

A) Expert utilization of one way flow and curb bulb outs should be used in conjunction with the brew pub Plaza to direct traffic flow and keep it within the commercial zone as much as possible.

B) The entrance to China Bridge from Marsac needs substantial improvement/widening and signage. The shared access with City Hall parking is sub standard and easily missed by unfamiliar drivers and possibly even ignored due to the restrictions in place. Does the top need a height restriction? A much bigger project and one that I think should be studied is to add a roadway down to Swede from this point in the space between North Sandridge and China Bridge for Shuttles/Taxis, etc along with a waiting/pick up zone that could be covered. This combined with a trolley that circulates up Swede/Down Main or vice-versa would help resolve a lot of issues the city faces.

C) DO NOT improve arterial highway junctions or add capacity until proper Park & Ride facilities are in place at each end of town. Adding capacity will leave us back where we started just with more traffic that requires more parking! The movement of increased visitors must be via public transport, bus, gondola or light rail with right of way given to these modes.

D) Add bus stop near South Sandridge Lot or thereabouts to serve residents to get to PCMR and possibly visitors to Main St.

I could probably go on, but I will stop there, I'm always happy to meet and discuss options as they evolve.

Thanks again and I look forward to seeing some of these solutions come to fruition.

Clive