



PARK CITY COUNCIL MEETING MINUTES
445 MARSAC AVENUE
PARK CITY, UTAH 84060

December 6, 2024

The Council of Park City, Summit County, Utah, met in open meeting on December 6, 2024, at 10:00 a.m. in the City Council Chambers.

Council Member Dickey moved to close the meeting to discuss property, personnel, and advice of counsel at 10:06 a.m. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

CLOSED SESSION

Council Member Toly moved to adjourn from Closed Meeting at 11:15 a.m. Council Member Ciraco seconded the motion.

RESULT: APPROVED

AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

SPECIAL MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Bill Ciraco Council Member Ryan Dickey Council Member Ed Parigian Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Rubell asked that the Council discuss the Planning Commission terms and noted there were a couple of commissioners who were serving after their terms expired. He also requested an update on the Bonanza Park process to see the RFP timelines.

Council Member Parigian stated the Recreation Department was negotiating a lease at the film studio. He asked if they should move forward on this despite issues involving a conditional use permit and ordering pickleball flooring. Matt Dias, City Manager, clarified Fisher was looking for some temporary pickleball facilities for the winter. There were issues to work through with the new facility, such as insurance, Planning Commission approval, etc. There was some risk but a probability of success. Staff was committed to getting this facility adapted for pickleball. Council Member Dickey asked if the film studio was open to having pickleball courts. Dias stated the film studio contacted the City offering court space on a temporary basis. Council Member Parigian asserted the issues needed to be solved quickly. Council Member Toly indicated the Planning Commission had a lot on their plate and asked how soon this would go to them for approval, to which Council Member Parigian stated they were on the agenda for January 8, 2025. Council Member Toly asked how much staff time would be involved in making this temporary space possible. Dias stated this would be a lot of work, but staff was determined to diversify court time and fill this need for pickleball space. He stated the Recreation team would come to next week's meeting to explain the proposal along with the associated costs and concerns. Council Member Ciraco supported having the discussion. Council Member Dickey was open to hearing the proposal but he wanted a separate discussion on property strategy for the City and how this would fit into that strategy. Council Member Toly supported having the discussion. Council Member Rubell supported the discussion. It was indicated this would be on the December 12th Council agenda.

The Council agreed to discuss Planning Commission terms. Mayor Worel explained two Commissioner were held over due to the Deer Valley proposal the Planning Commission was working on. There would be a recruitment process for Planning Commissioners beginning in April for those appointments plus another one that would expire next July. Council Member Rubell asked to be creative with the appointments and recruit now. The two expired seats could be filled and begin immediately and the third one could begin in July. The Council agreed.

Mayor Worel reviewed that some of the Council hosted a third grade class and they were very inquisitive.

Staff Communications Report:

1. September Sales Tax and October Budget Monitoring Report:

III. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Mayor Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda.

Brenden Weinstein 84060 was opposed to a gondola going over the Rail Trail. He thought self-driving cars might be more relevant in coming years.

Mayor Worel closed the public input portion of the meeting.

IV. WORK SESSION

Re-Create 248: Transit Study Purpose and Needs Screening:

Conor Campobasso, Transportation Planner, and Shane Marshall, UDOT Traffic Engineer, presented this item. Marshall indicated this corridor was a state road but the City had a major role in determining its future. Campobasso reviewed the needs for SR248 and indicated the travel times were unreliable because of the congestion. He asserted additional travel modes for this corridor were needed since there was limited parking in town. He noted low-income and minority populations living near the corridor needed reliable transit service. Council Member Rubell had concern calling out low-income and minority groups because all people needed reliable transit service. Campobasso indicated it was worded this way for federal funding purposes.

Council Member Ciraco indicated “low income” was relative and the Federal Transit Administration (FTA) might not consider Park City’s low income to be their standard low income. He asked if discussions could take place to explain the area’s uniqueness, to which Campobasso affirmed. Council Member Ciraco asked if different modes of transit could be implemented along the corridor. Campobasso stated they were looking at one mode to get people from the highway exit to Old Town.

Council Member Parigian asked if transportation on this corridor was more important in the winter or summer. Marshall indicated it didn’t matter. He noted a one seat ride would generate more ridership. Council Member Toly asked Campobasso to expound on the need for additional parking. Campobasso explained if capacity was increased on the corridor, additional parking would be needed in town. He knew the goal was to limit parking, so they wanted to encourage transit and the use of satellite parking lots. Council Member Dickey stated the objective was to have consistent travel times, and noted the project would not fix the traffic problems. He noted as long as there were parking lots, there would be cars. He didn’t want to overpromise solutions to the traffic congestion.

Campobasso reviewed the project’s purpose statements, which included supporting the transportation demands of the population, employment growth, and economic resiliency

in the region; increasing the reliability, accessibility, and overall resiliency of travel on the corridor by improving travel times between Quinn's Junction and the Old Town Transit Center; enhancing the quality of life by improving equitable access to opportunities between existing and planned employment, housing, and key destination centers on the corridor, especially during peak periods; supporting local and regional plans and policies that address transportation demand management, sustainability, and equity, and avoiding excessive road widening; and enhancing mobility along the corridor through transportation choices. Campobasso also discussed the measures they would use to determine the effectiveness of the project.

Council Member Parigian asked how having the Olympics would affect this project. Campobasso stated it would boost this project to a higher priority. Council Member Ciraco stated the organizing committee needed to know the City's wants so they could advocate for that need. He asked if the corridor speed could increase from the interchange to the high school since that area was not as dense. Then the speed could be reduced as the City became denser. He wanted to think creatively on how to service the users. Campobasso used the example of a light rail and stated a light rail service could cover that area and have more or less stops depending on the season.

Campobasso reviewed the range of alternatives for this corridor, including gondola, one-way loop, reversible flex lanes, dedicated bus lanes, light rail/streetcar, automated guideway transit, rail trail transit alignment, electric vehicle tunnel, widening the road to four or five general purpose lanes, commuter rail, minor improvements to existing system, and no action. He stated they measured each alternative with the measures of effectiveness. Council Member Toly stated many people went to the schools and the City had no control over school parking. She felt that should be considered as the corridor was studied. Marshall indicated that was a reason why some of the alternatives were not recommended. Council Member Toly asked what the recommendation was for a short-term solution and long-term solution. Campobasso stated they had some short-term solutions in place such as bus lanes on the shoulders and a pedestrian tunnel by the high school. Marshall stated they would discuss the little things needed to get to the big solution. Council Member Toly thought the reverse lanes might be a good solution for the students because they didn't take up parking in Old Town. Council Member Rubell noted Richardson Flat Park and Ride had a great approval rating for working effectively. Marshall indicated several modes would be needed for the system to work well.

Campobasso indicated the recommendations included the reversible flex lanes and dedicated bus lanes. Council Member Rubell asked how the dedicated bus lanes differed from the current dedicated buses to Richardson Flat. Campobasso stated currently the buses would have to merge with traffic at some points. Council Member Rubell asked if the City would have to ask the high school for land to expand the dedicated lane. Campobasso stated there were options but that would be one option, especially if the school would benefit from it as well. Council Member Rubell asked if

they would require the road to be widened. Marshall stated they were currently looking at if the concept worked. The next step would be to see how to make it work. After some discussion on the flex lane alternative, Marshall stated at some point after the alternatives were studied, the flex lane and the dedicated lane could become one concept.

Council Member Parigian asked if they looked at the Comstock Tunnel. Marshall indicated it was not a feasible alternative as shown by the measures of effectiveness. It was clarified that they should look at expanding the road by the tunnel, to which Marshall indicated they hadn't considered that yet. Council Member Rubell asked if the recommended alternatives would be analyzed to see what work would be needed in order to implement them. Julia Collins stated they could have a quick turn around on feasibility if they could narrow the alternatives down to four or five from the current list of 12. Marshall stated the alternatives would still be there if the Council wanted to look at them later. He advised to narrow the alternatives and then get public input on them.

Campobasso reviewed the four preferred alternatives: reversible flex lanes, dedicated bus lanes, light rail, and automated guideway transit. Council Member Rubell asked if the minor improvements were the things the City was currently doing, to which Campobasso affirmed. Tim Sanderson stated the City would continue doing minor improvements throughout the project timeline. Council Member Toly asked if they had a park and ride location in mind. Campobasso stated they currently had a park and ride study and that would recommend the best location.

Marshall asked if Council was okay not moving forward with the other alternatives. Council Member Ciraco asked how many feet would be needed for a light rail single track on the Rail Trail corridor, to which it was indicated 12 feet for a single track and 30 feet for a double track. Marshall recommended asking for public comment on the four preferred alternatives. Council Member Rubell stated he didn't have much to communicate to the public until further analysis was done on the preferred alternatives. Council Member Parigian agreed and indicated he didn't want to ask for public input on light rail. He wanted to discuss the probability of widening the roads at the tunnel locations. Campobasso stated the reversible flex lane had potential, but they weren't sure. Collins added this was something they needed to work with UDOT on to see if it warranted moving to the next level. Mayor Worel summarized the Council wanted to move forward with the four preferred recommendations and they wanted UDOT to flush them out prior to petitioning for public input.

Council Member Dickey asked what information they wanted to get from the public. He wanted to do what was most expedient. He didn't think the automated guideway transit idea was practical or flexible. Regarding the project timeline, Marshall stated they would work on conceptual designs for the preferred alternatives between January through March. He suggested asking the public if they had any input on the preferred

alternatives and any other alternatives as soon as possible. Council Member Rubell felt the Council members would receive the input without soliciting it.

**Bus Rapid Transit (BRT) Discussion - Continued from the November 18, 2024
Joint City and County Council Meeting:**

Mayor Worel indicated the City and County had been working on this jointly since 2012. Caroline Rodriguez and Gabe Shields, High Valley Transit, presented this item. Shields indicated a question from the last meeting concerned collaboration with City staff. He noted that staff was invited to every meeting. He addressed the concern about the request for \$20 million from the City and the county to fund the project and he retracted that amount from the discussion. He reviewed the timeline for the project and noted they were scaling it down to reduce the cost. After receiving the actual cost estimate, they could also value engineer the project, if needed. During the process, they would receive cost updates, and then in the fall of 2025 they would meet with the affected entities to discuss the contributions needed. An MOU would be needed in the future, but nothing would be proposed until next fall. Council Member Rubell asked how they could get to the funding phase without being surprised at the actual project cost. Shields stated Phase One was pre-construction and an estimate would be given. In Phase Two, the contract would be signed and that's when the decision needed to be made. They would come back in the spring to put together an MOU and they would talk about a not-to-exceed amount for the project. Council Member Rubell asked where in the timeline the road widening would be discussed, to which Shields replied that it would be in the value engineering step of the timeline. He stated there would be dedicated bus lanes for 1.5 miles from the White Barn to Thaynes Canyon Drive, which was a significant portion of the project, and the FTA agreement dictated that dedicated transit be provided from Kimball Junction to Thaynes Canyon Drive.

Shields reviewed the footprint of the project along SR224. He stated they cut down the parcel hits of this project from 62 to 31, which was significant. Council Member Rubell asked what would happen to the median. Shields stated the median would be removed for construction and then put back after the project completion if the City so desired.

Shields reviewed the benefits of the project to Park City. He indicated 1.5 miles of the 5-mile project was within the Park City limits. Seventy five percent of the trips beginning in Kimball Junction ended in the Park City limits. In addition to the quantitative benefits, there was a qualitative contribution. Council Member Dickey indicated that the traffic cleared up after passing the Canyons. Shields responded there was a long stretch of road in that area without stoplights, so the cars had a chance to spread out. Regarding cost versus value, Shields indicated they had a project workshop for staff and stakeholders and there was unanimous support for the bus rapid transit (BRT) project.

Shields asked if the proposed new bus stations for BRT should be upgraded or constructed. He noted he would get back to the Council on the cost for those stations. Council Member Rubell asked if the bus stops would be a value engineering decision, to

which Shields affirmed and noted they would reveal the benefits and consequences of having the stop or not.

Council Member Rubell asked about the time savings gained from this project and wanted to see the time savings from Kimball to the Canyons and from the Canyons to Thaynes. He thought a seven-lane highway by Aspen Springs and Park Meadows was not what the residents expected. He asked what would be gained from the widening. Shields stated UTA looked at travel time today versus travel time with BRT. They looked at nonpeak days in the winter, and going southbound saved nine minutes. Council Member Rubell asked how they would justify the road widening. Rodriguez stated they couldn't isolate one aspect of the project, but they had to look at the plan holistically. Shields added there would be no change in the number of lanes on SR224. Council Member Rubell asserted that normally buses were not travelling on the shoulder and that would make a difference. He liked the technology and the intersection improvements, but not the road widening. Shields felt the benefits included less air pollution and everyone who was brought in to weigh in on the project supported it. Rodriguez encouraged Park City to conduct its own analysis on the project's benefits, and stated they went far and above the required analysis and they demonstrated the benefit of the project. Alex Roy stated they could provide a time savings analysis for the Council.

Council Member Rubell asked about clearing sidewalks on SR224. Shields stated they discussed the state code regarding snow removal and indicated the City was responsible for clearing it. Council Member Rubell asked City staff to analyze the need to widen the road as well as the feasibility of snow removal. Roy noted having dedicated bus lanes would increase the consistency of snow removal. Council Member Rubell stated the City invested a lot in bicycles and pedestrian safety and that was a concern for him as well.

Shields displayed data on commuter time for transit from Old Town to Kimball Junction was 17 minutes, whereas a vehicle travel time would fluctuate to up to 75 minutes per trip. Council Member Rubell didn't know if the transit travel time would change significantly if the road was not widened. Shields stated they needed the dedicated lanes to ensure reliability. Council Member Ciraco asked what volume of riders would be moved per hour in the BRT system. Shields stated there would be 10 buses per hour dedicated to BRT, which would translate to 400 seats per hour. Council Member Ciraco asked if there would be expanded parking opportunities at Kimball Junction. Shields agreed transit needed to be easy to entice riders. Council Member Parigian asked if they looked at the Ecker Park and Ride. Rodriguez stated they were looking at it as a regional team, and previously they were told no. They were wanting to go back to UDOT to reopen the discussion. Roy indicated one option previously discussed was having a different I-80 off ramp for transit users.

Shields discussed funding options for the project and he estimated there was a \$12.25 million funding gap. Council Member Rubell indicated this discussion would be more appropriate when the numbers were firmed up. He noted there was a sales tax discussion at a previous Council meeting and he asked to have that discussion again before the funding conversation took place. Mayor Worel indicated that discussion could include the third quarter transit sales tax and how that money was allocated. She thought there could be a scenario where HVT could get the majority of that revenue for a certain number of years. She noted the Council of Government (COG) was working on that now. Council Member Rubell wondered if there would be an opportunity cost for other projects if the money went to this project.

Shields reviewed the next steps for the project, including the contractor selection this month, the MOU development in February, contractor pricing in March, and the funding commitment discussion in June. Mayor Worel requested the MOU come back for discussion in a joint City and County Council meeting.

Council Member Rubell stated he was pro BRT but he was against road widening because the value could not be explained in a way that would outweigh the consequences. Council Member Ciraco asked for something in the project to address wildlife mitigation.

Council Member Dickey was excused at 2:25 p.m.

V. NEW BUSINESS

1. Discuss Treasure Hill Conservation Easement:

Ryan Blair, Environmental Regulatory Manager, Kate Sattelmeier, Vice President of Conservation and Counsel, LCD, and Lauren Page Conservation Specialist, Summit Land Conservancy (SLC). Blair reviewed the timeline of Treasure Hill open space and noted the sellers requested the City wait two years before putting a conservation easement on the property. There were some encroachments onto the property including stairs, patios, and retaining walls and they were memorialized in the easement so they couldn't be expanded or removed. Cartin stated the stairs would remain so the owners could egress their property. They focused on the patios since they were expanded after the transfer of Treasure Hill to the City. The easement laid out what was allowed and not allowed on the property, including ebikes. The goal was to preserve the open space. He noted there was a pre-existing easement for a chair lift for the ski resort. It allowed for modifications to ski runs, but the ski resort must meet certain requirements and obtain City and Conservancy approval. He asked if the conservancy should have approval power or just be notified. He also indicated the adjacent property owners requested to put natural vegetation as a barrier between the property and the open space, but that meant an additional encroachment.

It was indicated this item would be continued to December 19th.

Council Member Parigian asked if the City would install the buffer or the owner, to which Cartin stated the owner offered to add the buffer. Sattelmeier had concerns about owners putting in trees on public property. Council Member Ciraco asked why the seller asked for a two-year delay before implementing the conservation easement. Cartin explained the sellers wanted to make sure everything was cleaned up before the easement was put in place.

Council Member Rubell asked if there was a recommendation. Cartin stated he recommended approving the easement after direction was given on the encroachments and ski lift. The recommendation on the encroachments would be to remove the patios and the set of stairs. Sattelmeier wanted adjoining property owners to get requests preapproved before they grew their own trees.

Mayor Worel opened public input.

John Stafsholt stated 77% of voters voted for the Treasure Hill open space parcel. Armstrong Snow Ranch pastures was added to the bond. The Armstrong parcel got a conservation easement, but the Sweeney's had two years to clean up the encroachment and now it had been 3.5 years and it was still not cleaned up. People were allowed to bulldoze land and create their own ski runs. He thought it made sense to support future ski run improvements. He was against adding trees because of wildfire risk.

Rick Kienzie stated they had access to the trail that led to town. He wanted to safely get from their home to the trail. Their situation was unique because the home was surrounded by the Treasure Hill property. He could remove the steps, but he hoped to have a method to resolve the access problem.

Sarah Brown was familiar with the flagstone patios and they were located in a cove. She felt they would aid in the case of a wildfire.

Mayor Worel closed public input.

Mayor Worel indicated this would come back for possible action on the 19th. Council Member Toly asked to be sent the presentation prior to the meeting. Council Member Rubell asked to include how was emergency access determined, as well as the why.

VI. ADJOURNMENT

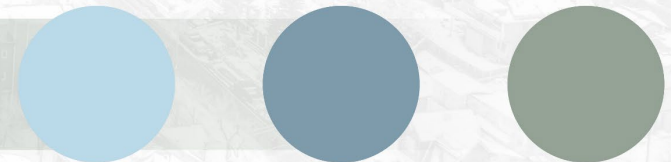
With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

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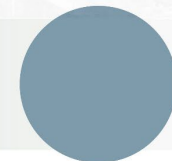
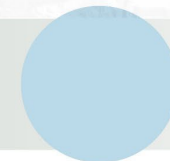
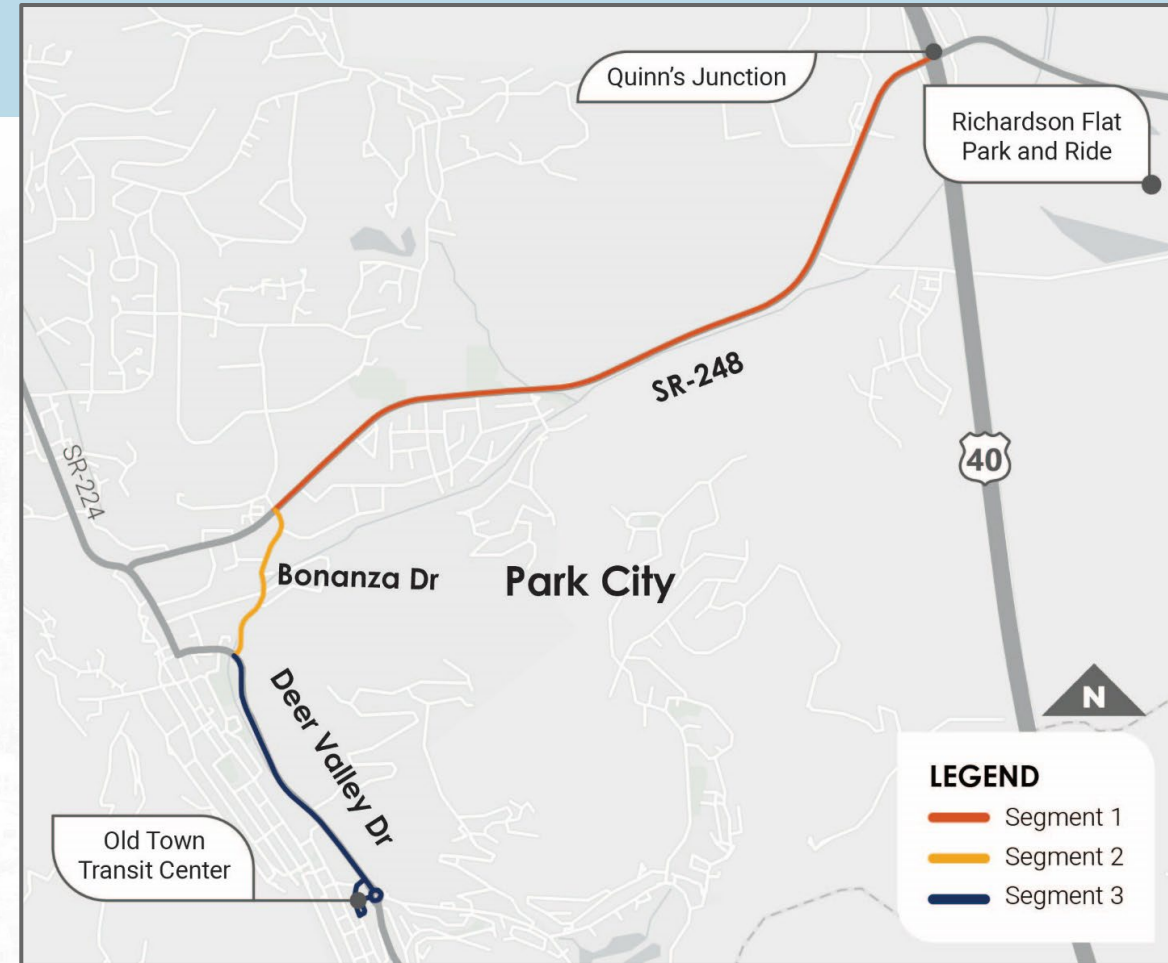
Council Work Session

December 6, 2024
Park City Council Chambers



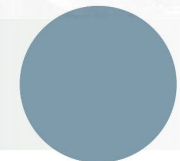
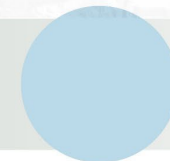
Why Are We Here?

- Address today's congestion and through 2050
- Council direction was a transit-focused study on the corridor
- Qualify for federal funding and leverage potential Olympic funding
- We are currently in the driver's seat



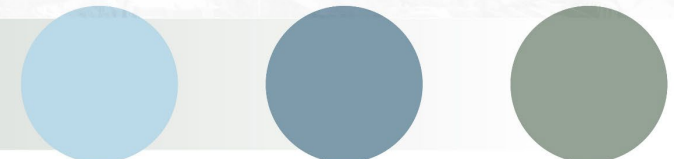
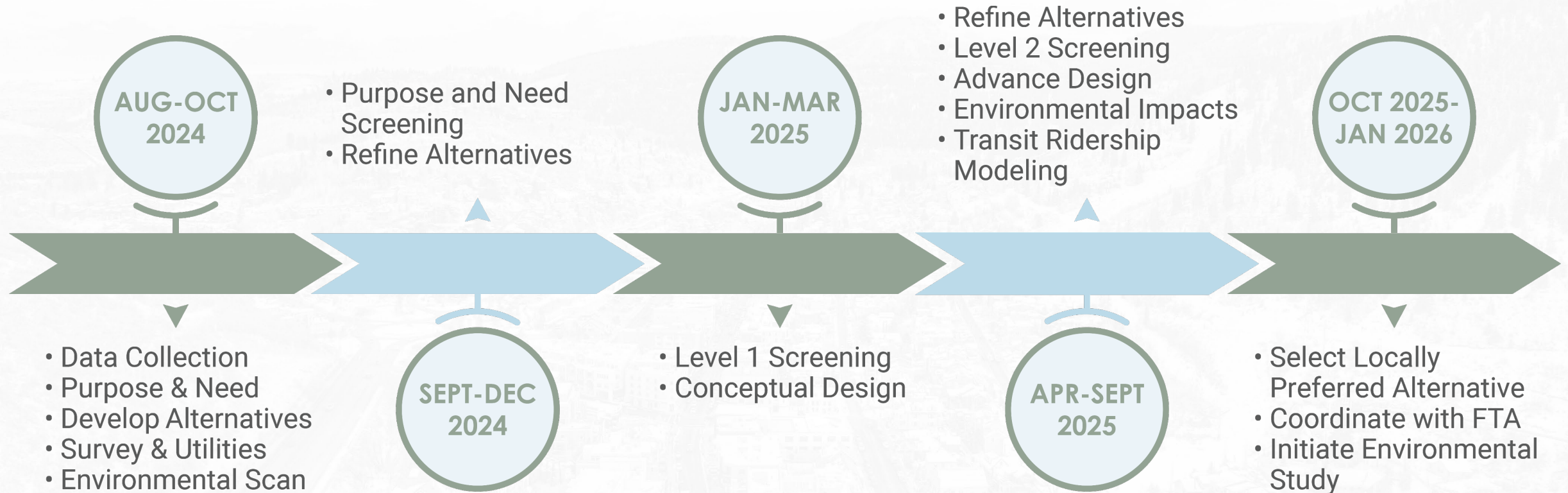
Today's Objectives

- Confirmation of Purpose and Need
- Confirmation of Range of Alternatives
- Identify Next Steps

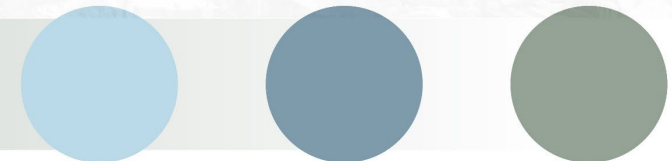
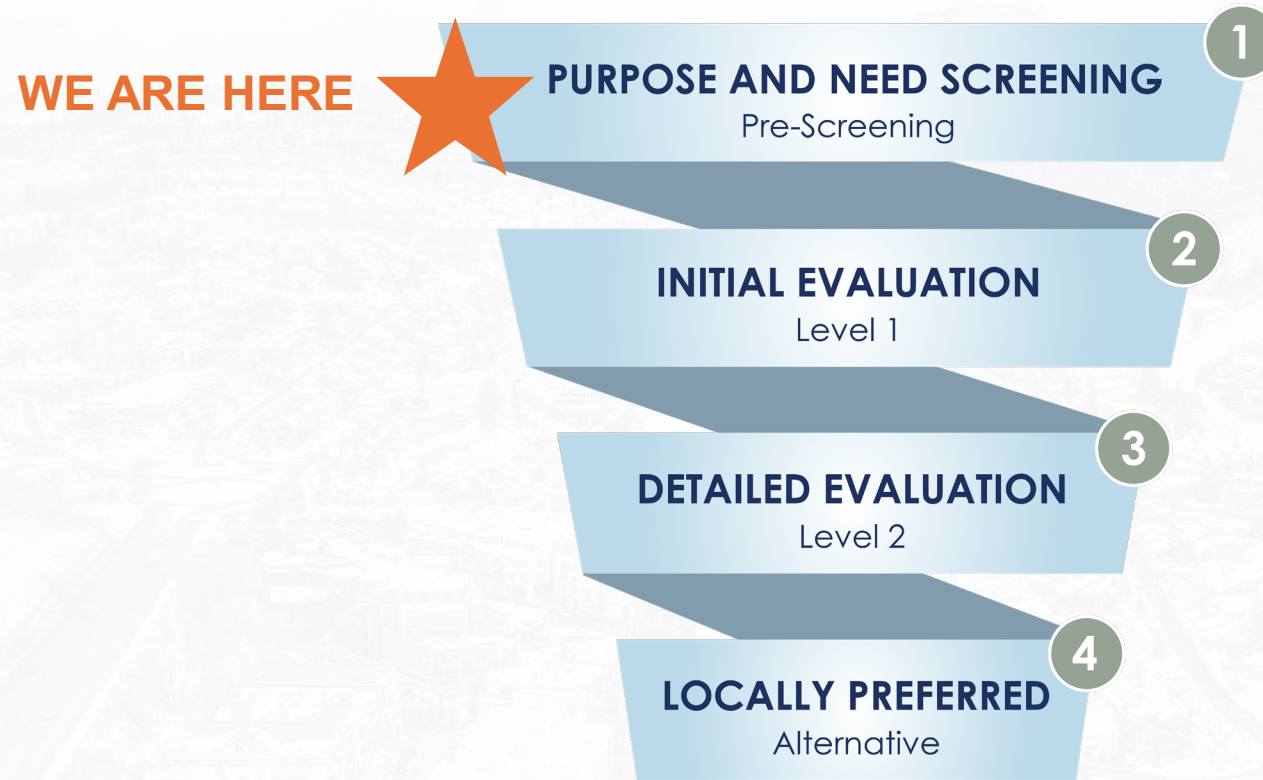


Study Overview

Defensible transit study to prepare for NEPA and ultimately recommend a project eligible for federal funding.



Process



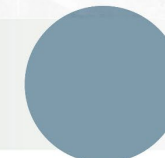
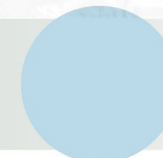
Existing and Future Conditions

Local and regional population and job growth is expected to increase.

- Summit County is expected to increase in population by 28%.
- Wasatch County is expected to see an increase of 80% in population.
- Employment will increase by 22% in Summit County and 33% in Wasatch County.
- Trips utilizing the study area corridor originating in eastern Summit and Wasatch Counties are projected to increase by 43% in 2050.
 - From 800,000 trips annually in 2024 to 1,145,000 trips.

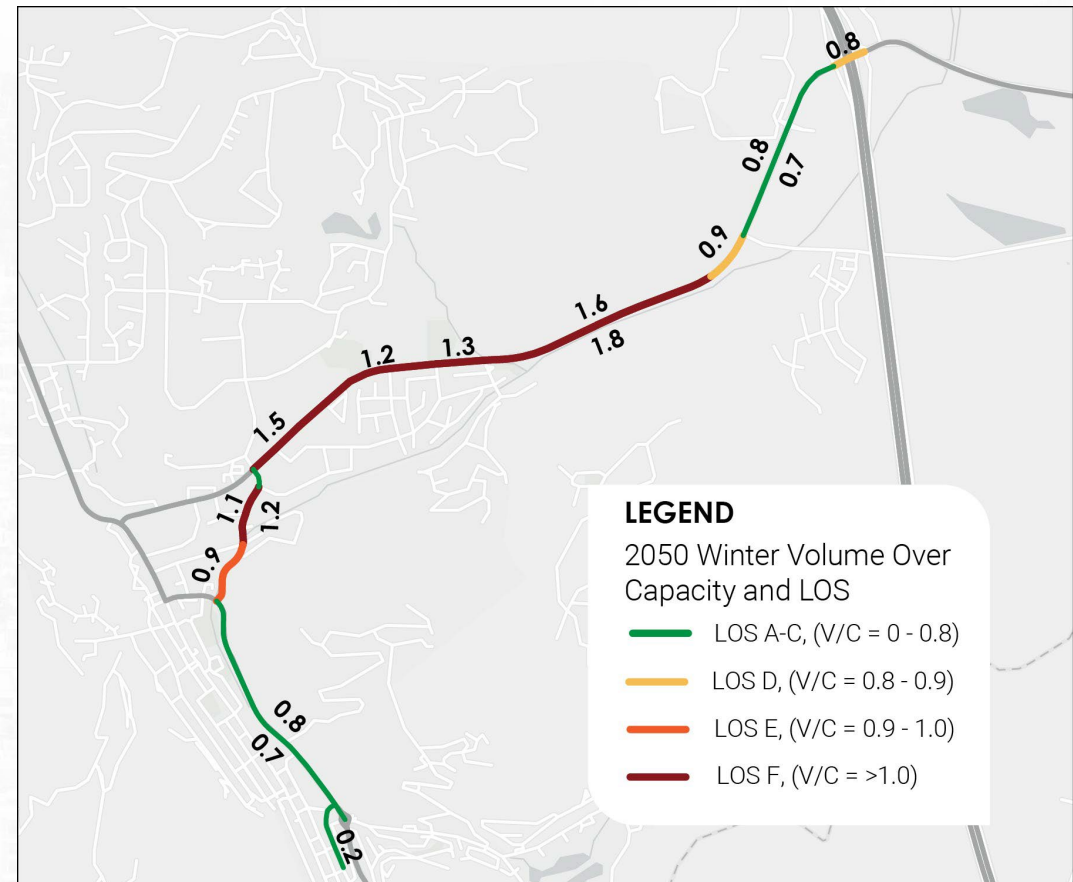
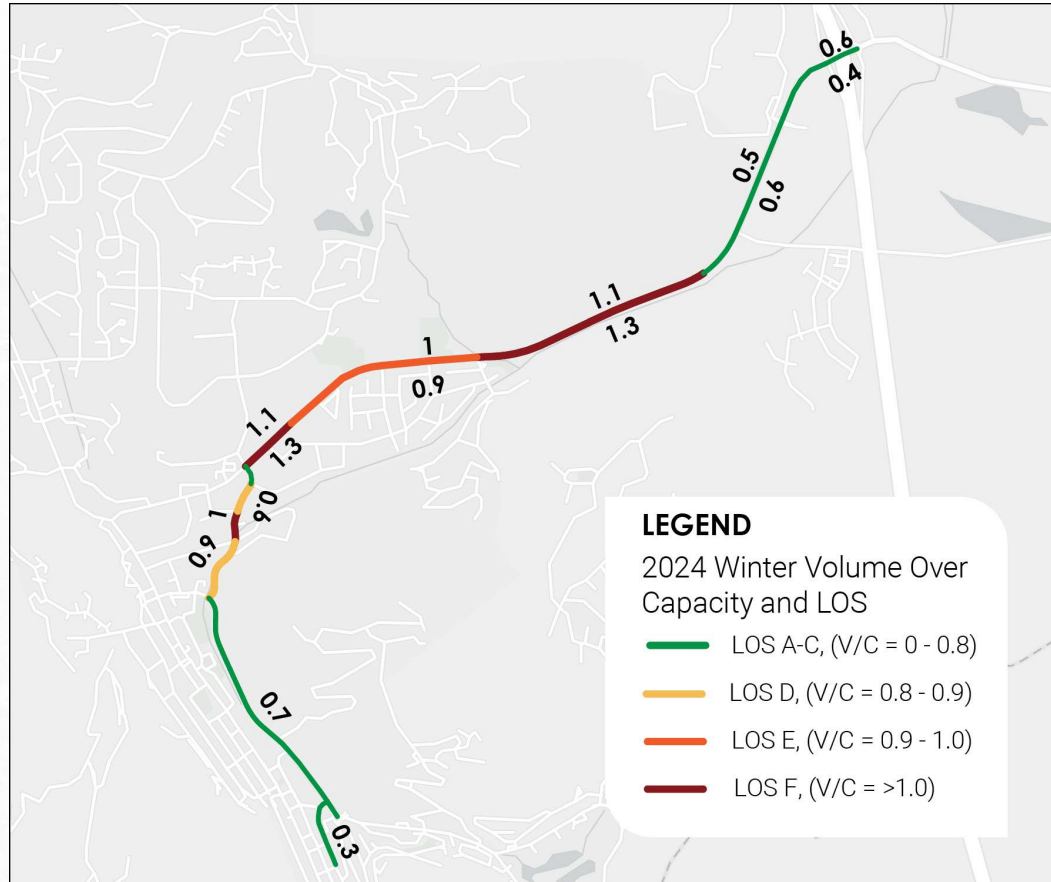
CATEGORY	2024	2050	PERCENT CHANGE
Study Area (TAZs within ½ mile of the corridor)			
Population	6,981	7,973	14.21%
Household	3,592	4,696	30.73%
Employment	17,574	21,736	23.68%
Summit County			
Population	44,003	56,361	28.08%
Household	17,133	25,379	48.13%
Employment	41,466	50,567	21.95%
Wasatch County			
Population	38,291	68,789	80%
Household	12,777	26,861	110%
Employment	16,632	22,047	33%

Current and Forecasted Numbers for Population, Household, and Employment
Source: WFRC-MAG Travel Demand Model



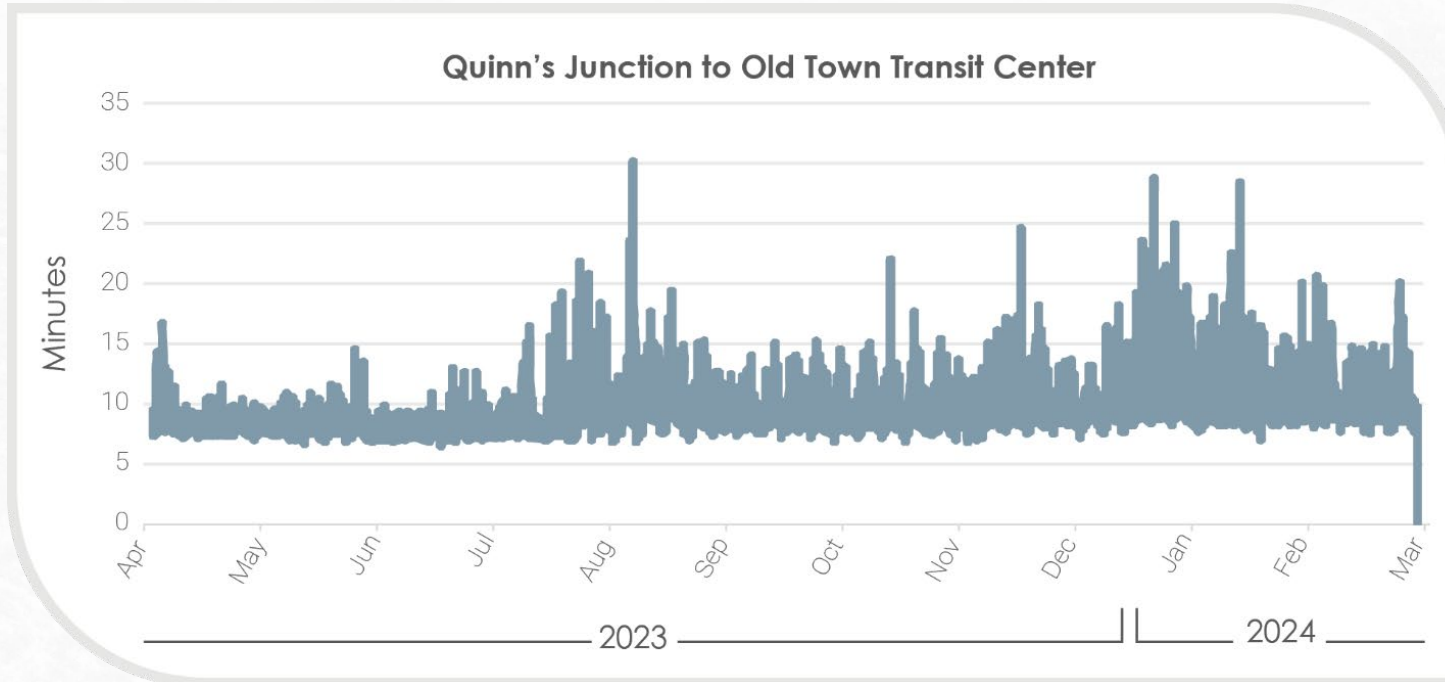
Existing and Future Conditions

Current and future corridor capacity exacerbates congestion and travel delay.

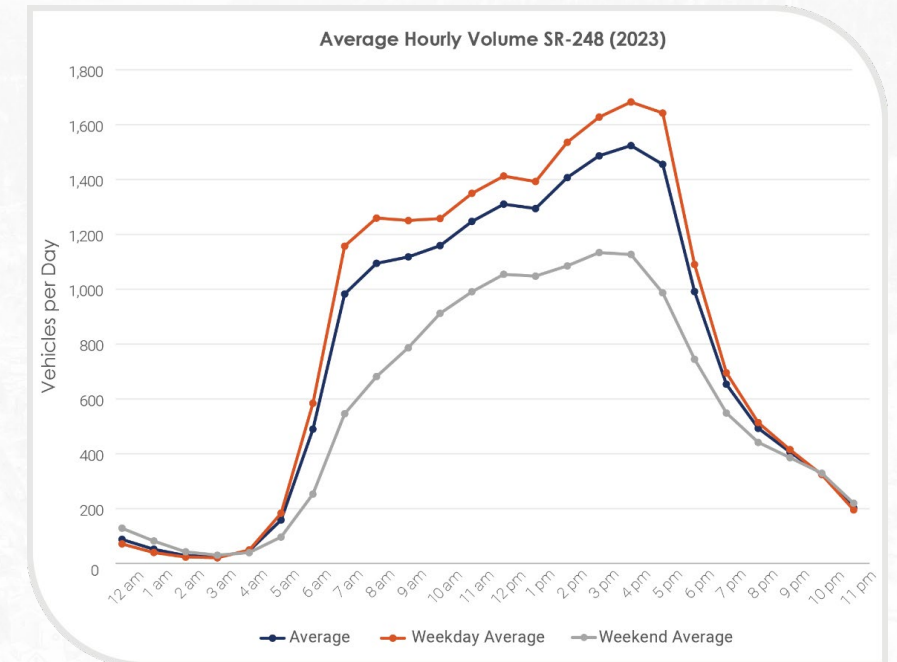


Existing and Future Conditions

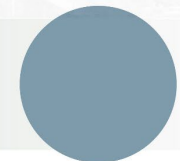
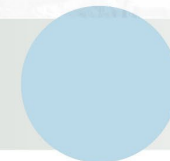
Current transit service can be unreliable due to peak time traffic volumes, and travel times.



Average Travel Times from Quinn's Junction to OTTC
Source: Iteris/ClearGuide



Average Hourly Traffic Volumes on SR-248 in 2023
Source: UDOT AADT



Existing and Future Conditions

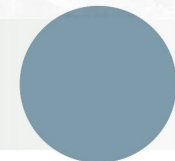
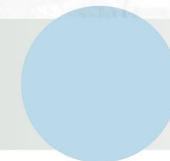
Low income and minority populations live on the corridor and need access to reliable transportation choices.

LOCATION	TOTAL POPULATION	MINORITY POPULATION (RACE)	PERCENT MINORITY (RACE)
County			
Summit County	42,357	6,430	15.2%
Census Tract 9643.08			
Block Group 2	837	179	21.4%
Census Tract 9644.02			
Block Group 1	667	99	14.8%
Block Group 2	1,222	566	46.3%
Block Group 3	528	78	14.8%
Block Group 4	1,713	717	41.9%

Minority Populations by Race in the Study Area Compared to County Average
Source: 2020 US Census

LOCATION	TOTAL POPULATION	MINORITY POPULATION (ETHNICITY)	PERCENT MINORITY (ETHNICITY)
County			
Summit County	42,357	4,737	11.2%
Census Tract 9643.08			
Block Group 2	837	159	19.0%
Census Tract 9644.02			
Block Group 1	667	59	8.8%
Block Group 2	1,222	561	45.9%
Block Group 3	528	39	7.4%
Block Group 4	1,713	639	37.3%

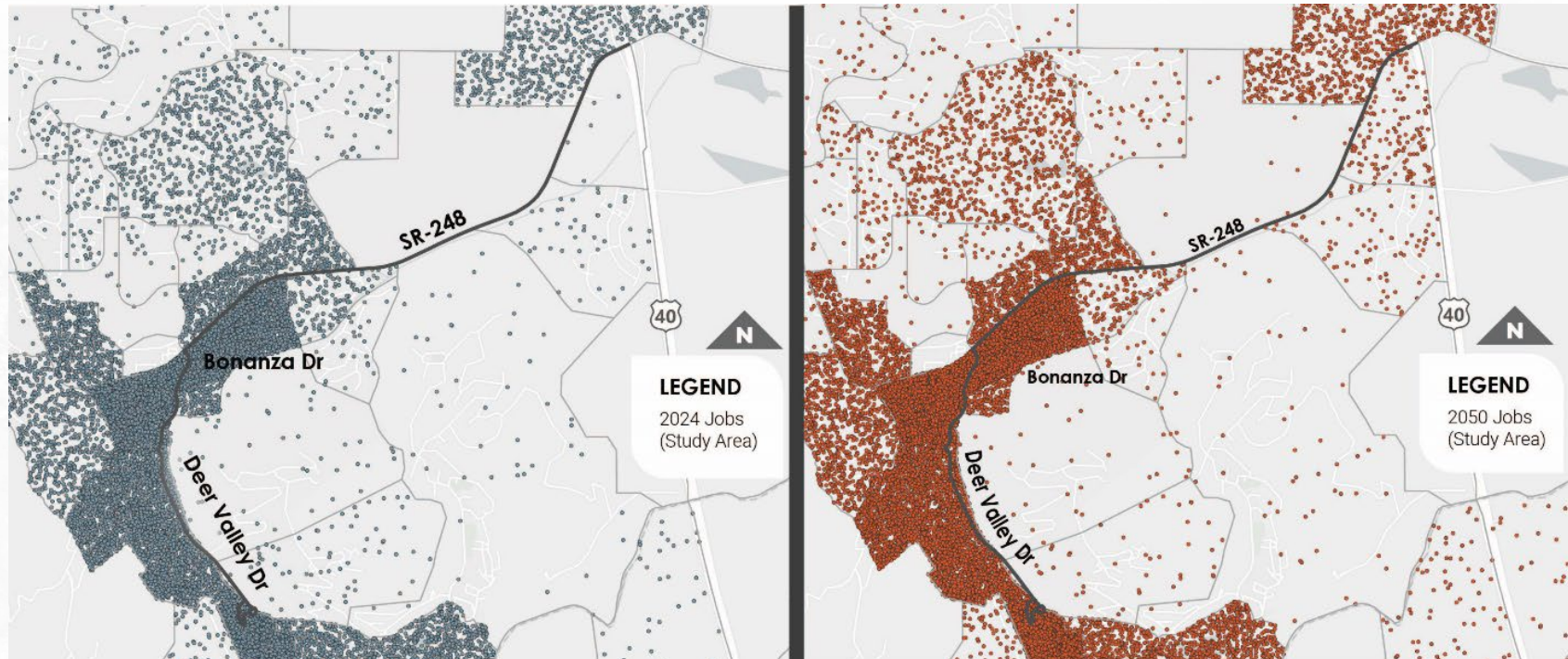
Minority Populations by Ethnicity in the Study Area Compared to County Average
Source: 2020 US Census



Existing and Future Conditions

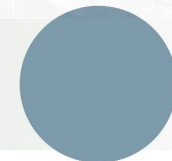
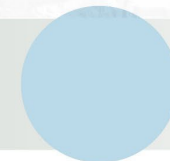
People need access to key destinations, like employment and housing, ON corridor.

Re create **248**



Job density on-corridor, 2024 and 2050.

Source: Summit-Wasatch Travel Demand Model v2.1 May 2024



Existing and Future Conditions

People need access to key destinations, like employment and housing, ON corridor.

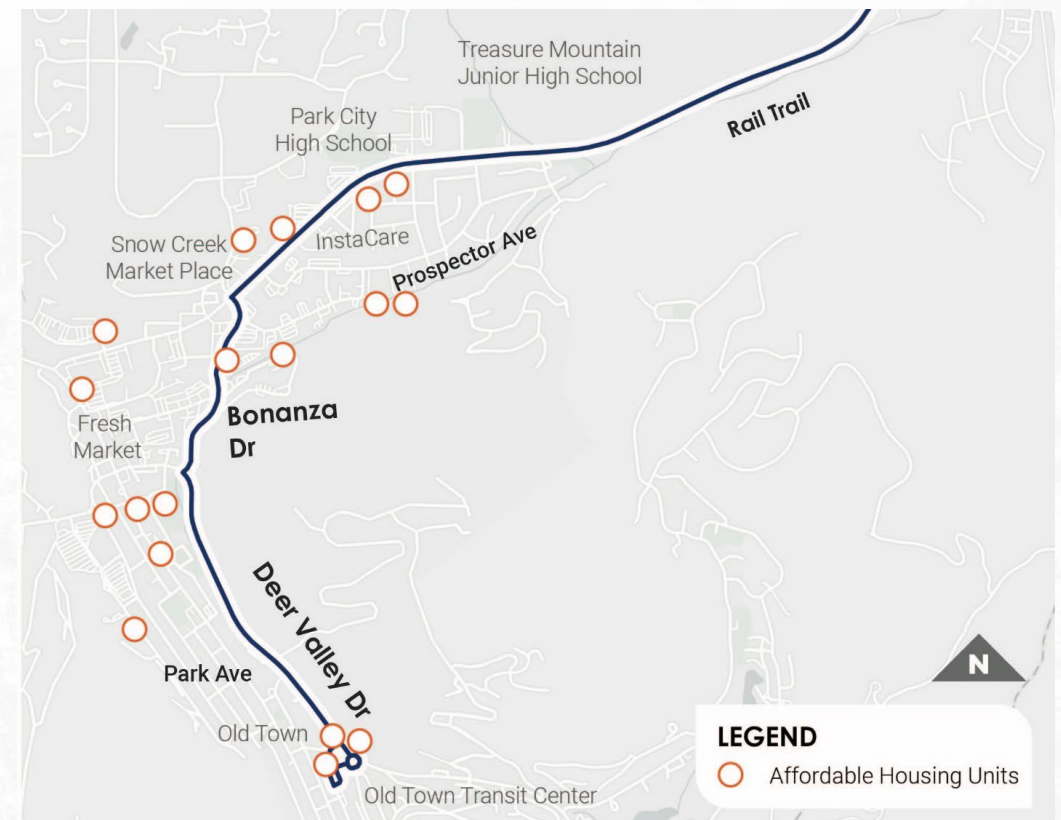
Re create **248**

NAME	BOARDINGS	ALIGHTINGS	TOTAL RIDERS
Old Town Transit Center	447,743	525,454	973,197
Ironhorse Inbound	23,664	7,406	31,070
Ironhorse Outbound	7,039	23,627	30,666
Munchkin Road	9,151	4,915	14,066
Park City Plaza	386	934	1,320
Homestake*	4,529	5,794	10,323
Park City Cemetery*	980	841	1,821
Kimball Arts Center*	1,225	2,641	3,866
Kearns and Bonanza*	751	7,800	8,551
Parkside Apartments	25,907	7,975	33,882
Park City High School Inbound	96,611	34,475	131,086
Park City High School Outbound	5,189	58,419	63,608
Learning Center	14,755	3,625	18,380
Treasure Mountain	352	9,608	9,960
Park City Heights	6,140	6,585	12,725
Richardson Flat Park and Ride	52,687	51,745	104,432

*On-corridor, within walking distance of the study area portion of SR-248.

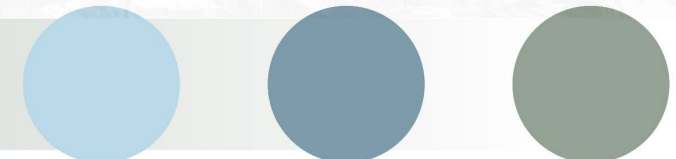
Total bus stop ridership – January 1, 2023, to October 9, 2024

Source: Park City Transit APC data



Affordable housing unit locations

Source: Park City SRTP

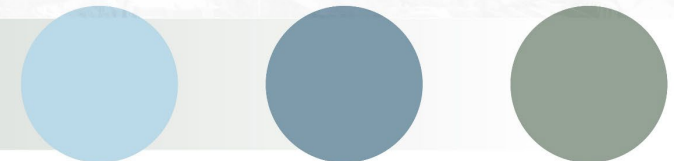


Project Need Statements

Developed after thorough existing & future conditions analysis.

e create **248**

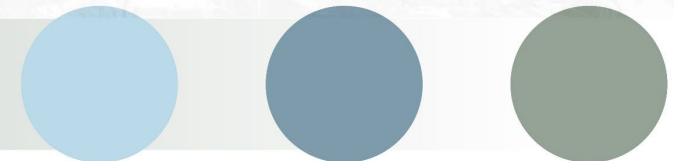
- Local and regional population and job growth is substantial and will continue to increase travel demand on SR-248.
- Populations need access to key destinations on-corridor between Quinn's Junction and the OTTC for employment, education, and services.
- Current (2024) transit travel times are often unreliable due to existing corridor congestion, which is exacerbated during peak times and will be a condition that continues into the future (2050).
- Shoulder-running buses transitioning into mixed-flow traffic limits the ability to provide contiguous transit service and decreases transit reliability.



Project Need Statements

Developed after thorough existing & future conditions analysis.

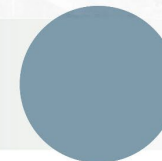
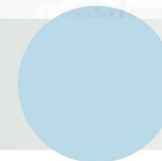
- Low-income and minority populations living on and near the corridor and commuting into the area for work, need reliable transit service.
- Local and regional plans indicate a need for multimodal corridor solutions to support efforts that promote satellite parking strategies that are well-served by a high-frequency transit backbone network.
- Parking is limited in town and highly utilized; additional travel modes are needed to access Park City.



Project Purpose Statements

Based on the data that supports the project needs statements.

- Support the transportation demands of population, employment growth, and economic resiliency in the region.
- Increase the reliability, accessibility, and overall resiliency of travel on the corridor by improving transit travel times between Quinn's Junction and the OTTC.
- Enhance the quality of life by improving equitable access to opportunities between existing and planned employment, housing, and key destination centers on the corridor, especially during peak periods.
- Support local and regional plans and policies that address transportation demand management, sustainability, and equity, and avoid excessive road widening.
- Enhance mobility along the corridor through transportation choices.



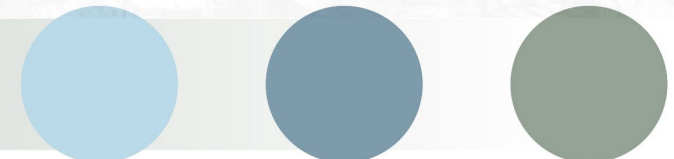
Measures of Effectiveness

Developed to aid in screening against Purpose and Need statements.

- Does the alternative reduce congestion, OR, does it reduce travel delay?
- Does the alternative provide access to key destinations on corridor?
- Does the alternative reduce transit travel times?
- Does the alternative increase transit on-time performance?
- Does the alternative provide reliable transit on-corridor for low-income and minority populations?
- Does the alternative provide high-frequency transit service on-corridor with limited road widening?
- Does the alternative provide additional travel modes on-corridor in the study area?

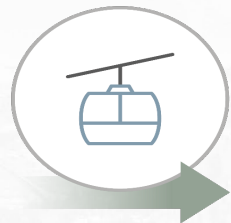
FEASIBILITY REQUIREMENT:

- Is the alternative feasible to implement by 2034; is the alternative service-proven technology?

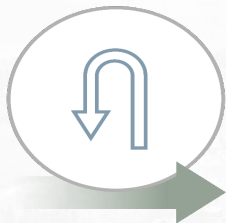


Range of Alternatives

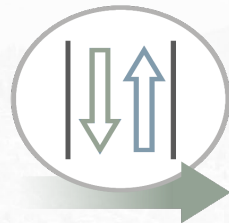
Based on past plans, studies, and local transit interests.



Gondola

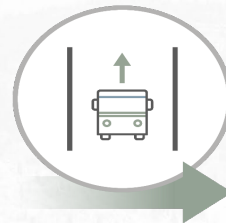


One-way Loop



Reversible Flex Lanes

on SR-248 (and possibly Bonanza, Deer Valley Drive)



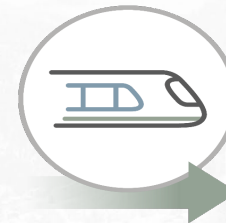
Dedicated Bus Lanes

center and Side running



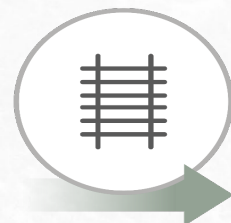
Light Rail

dedicated guideway
Streetcar
mixed with traffic



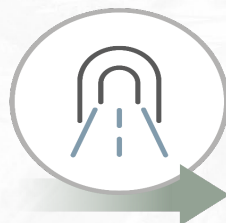
Automated Guideway Transit

personal rapid transit

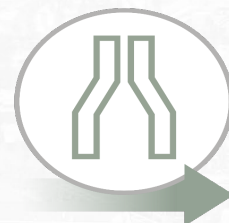


Rail Trail Transit Alignment

various modes



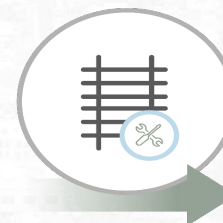
EV Tunnel



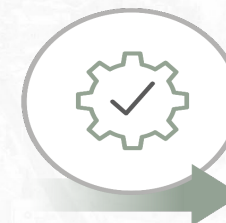
Widen to 4-5 GP Lanes



Commuter Rail



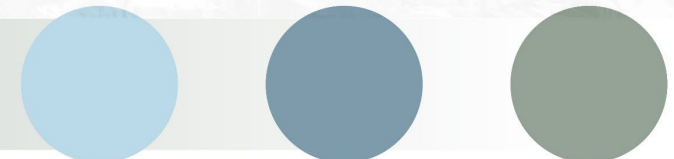
Minor Improvements to Existing System



No Action Alternative

Goal

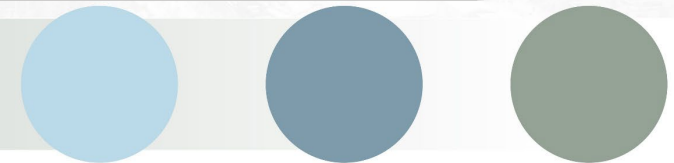
Follow a transit study process that is fundable, feasible and reasonable to FTA.



Initial Purpose and Need Screening

Alternative	MEASURES OF EFFECTIVENESS							FEAS.
	Does the alternative reduce congestion or reduce travel delay?	Does the alternative provide access to key destinations on-corridor?	Does the alternative reduce transit travel times?	Does the alternative increase on-time performance of transit?	Does the alternative provide reliable transit service on-corridor for low-income and minorities?	Does the alternative provide high-frequency transit on-corridor with limited road widening?	Does the alternative provide additional travel modes on-corridor in the study area?	
No Action Alternative	Not Screened							
Gondola	Yes	No	Yes	Yes	No	No	No	Yes
One Way Traffic Loop	Yes	No	No	No	No	No	No	Yes
Reversible Flex Lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Dedicated Bus Lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Light Rail	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
Automated Guideway Transit	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Rail Trail Transit Alignment	Yes	No	Yes	Yes	No	No	No	Yes
Electric Vehicle Tunnel	No	No	No	No	No	No	No	No
Traditional Widening	Yes	Yes	No	No	No	No	No	Yes
Commuter Rail	Yes	No	Yes	Yes	No	No	No	Yes
Minor Transit Improvements	No	Yes	No	No	No	No	Yes	Yes

Yes  Maybe  No 



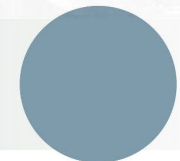
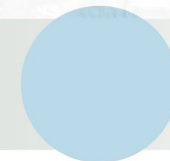
Gondola

Point-to-point access from Quinn's Junction to OTTC or other major destinations, bypassing existing road alignments to be feasible.

- Studied in the Gondola Feasibility Study (2020) and the Emerging Disruptors Study (2024).
- **Trip types:** local and regional
- **Operating environment:** dedicated right-of-way
- **Typical stop spacing:** Point A to Point B only
- **Typical peak frequency:** TBD
- **Ridership Capacity:** ~4,500 passengers per hour, per direction.
- **Compatibility with existing system:** No
- **Other considerations:**
 - Monocable would not follow existing roadway alignments or serve the numerous destinations between study limits.
 - Cost, ROW, and visual/environmental impacts are challenges.
 - It may not be effective in reducing congestion on SR-248.
 - Unlikely to qualify for federal funds.



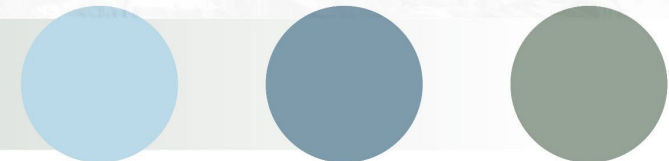
Monocable gondola, Doppelmayr



Gondola

MEASURES OF EFFECTIVENESS

Does the alternative reduce congestion on SR-248? - OR - Does the alternative reduce travel delay on SR-248?	Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?	Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?	Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?	Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?	Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?	Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?	Feasibility: Implementable before 2034? Service proven technology?
 Preliminary study indicates it may not be effective in reducing congestion and therefore may not reduce travel delay on corridor.	 The off-corridor alignment recommendation does not provide access to destinations on SR-248.	 Transit travel time would be competitive, this mode may not reduce travel times on-corridor as it may not adequately address congestion.	 Gondola/aerial tramways offer consistently reliable transit service.	 This mode does not serve low-income or minority populations that live on the corridor or have destinations on the corridor.	 This mode does not provide high-frequency transit on SR-248.	 This alternative does not provide additional travel modes on SR-248.	 - Additional information needed on manufacture and delivery times. - ROW requirements and negotiations may take time.

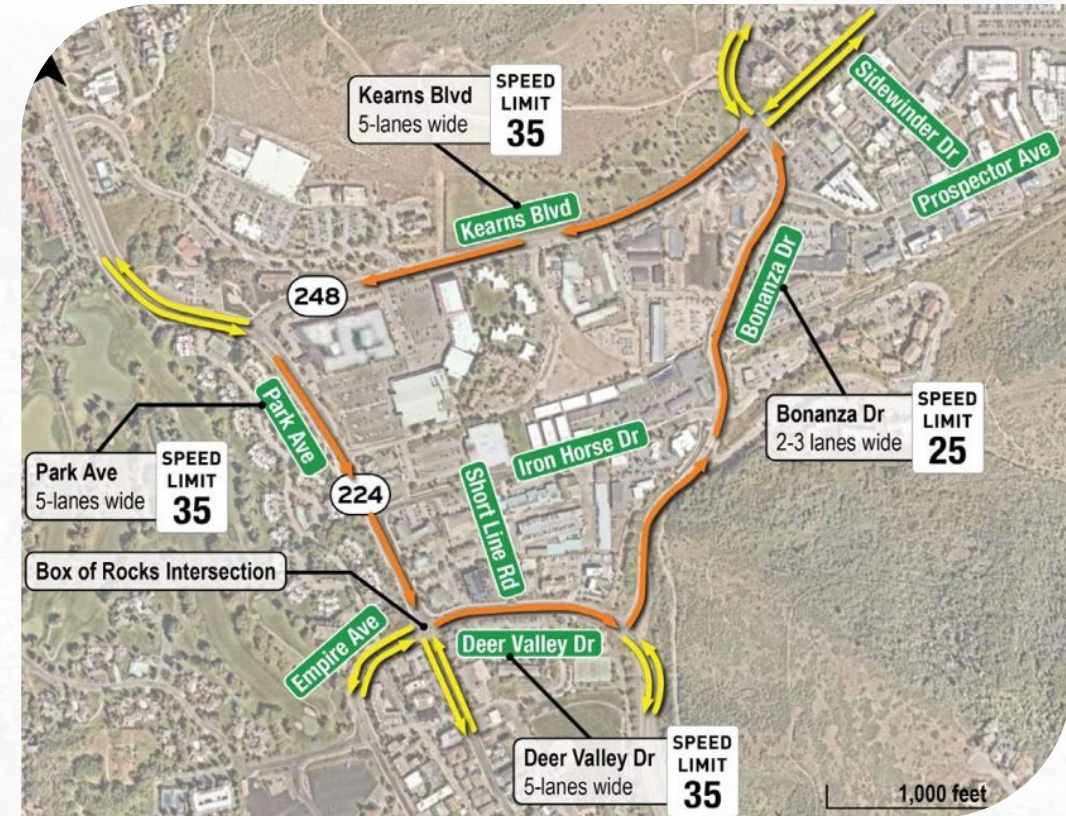


One-Way Traffic Loop

Conversion of portions of study area streets into a counterclockwise traffic circulation loop.

re create **248**

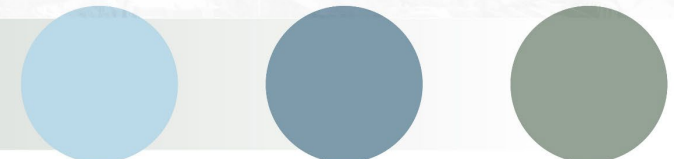
- Studied in the Emerging Disruptors Study (2024).
- **Trip types:** local and regional
- **Operating environment:** existing roadways
- **Typical stop spacing:** N/A
- **Typical peak frequency:** N/A
- **Ridership Capacity:** N/A
- **Compatibility with existing system:** No
- **Other considerations:**
 - Would require a second eastbound lane on SR-248.
 - Concerns expressed over impacts to resident and business access.
 - May increase speeds and traffic volumes.
 - Potential for transit but not studied.



One way loop, Emerging Disruptors Study (2024)

One-Way Traffic Loop

MEASURES OF EFFECTIVENESS							
Does the alternative reduce congestion on SR-248? - OR - Does the alternative reduce travel delay on SR-248?	Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?	Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?	Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?	Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?	Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?	Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?	Feasibility: Implementable before 2034? Service proven technology?
 This alternative did not define solutions for most of SR-248 in the study area (east of Bonanza Drive).	 Does not address access on SR-248 between these two destinations.	 Does not provide solutions to improve transit travel times between Quinn's Junctions and OTTC.	 Does not provide solutions that would increase on-time performance for transit on SR-248.	 This alternative does not provide reliable transit service on SR-248 for low-income and minority populations.	 Does not define a transit-forward solution that increases transit frequency between Quinn's Junction and SR-248.	 Does not provide transportation choices between Quinn's Junction and OTTC.	 - Would require minimal changes to the existing roadway network. - Service proven technology.



Flex Lanes

Four to five general purpose lanes in the “chokepoint” section of SR-248 from Richardson Flat Road to Wyatt Earp Way.

Re create **248**

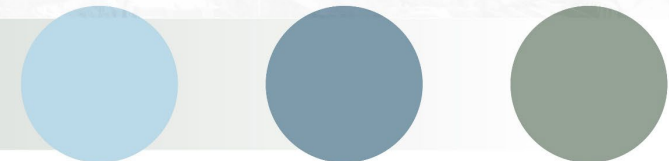
- Only studied SR-248 between Wyatt Earp Way and Richardson Flat Road, additional corridors will need to be considered for opportunities.
- **Trip types:** local and regional
- **Operating environment:** N/A
- **Typical stop spacing:** N/A
- **Typical peak frequency:** N/A
- **Ridership Capacity:** N/A
- **Compatibility with existing system:** N/A
- **Other considerations:**
 - Additional study is required to determine opportunities and constraints on the transportation system.
 - This is not by itself, a transit solution.
 - Could incentivize single-occupancy vehicle use.
 - Stakeholders determined it may be confusing for visitors.



5400 South flex lanes, West Valley City, UT

Flex Lanes

MEASURES OF EFFECTIVENESS							
Does the alternative reduce congestion on SR-248? - OR - Does the alternative reduce travel delay on SR-248?	Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?	Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?	Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?	Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?	Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?	Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?	Feasibility: Implementable before 2034? Service proven technology?
 More data and analysis needed to determine effectiveness of transit-only flex lanes on each corridor.	 Flex lanes could offer improved access to key destinations, further study needed.	 The alternative may reduce transit travel times by alleviating conflicts with traffic particularly at pinch points.	 More data and analysis needed to determine if there are benefits to on-time performance.	 Could provide reliable transit service, depending on stop and station access.	 Likely to be implementable with limited widening.	 Further study needed to determine feasibility of transit-only flex lanes to confirm.	 - Would require minimal changes to the existing roadway network. - Service proven technology.



Dedicated Bus Lane

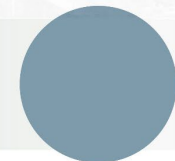
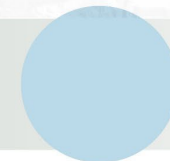
High-frequency bus lanes (likely BRT) that would run on the side or center of SR-248 from Quinn's Junction to the OTTC.

Re create **248**

- **Trip types:** local and regional
- **Operating environment:** dedicated right-of-way or mixed with traffic
- **Typical stop spacing:** ½ mile to 1 mile
- **Typical peak frequency:** 5-10 minutes
- **Ridership Capacity:** 60-90 per bus
- **Compatibility with existing system:** yes
- **Other considerations:**
 - Low emissions transit option.
 - Recommended as a Phase 1 project in Park City Forward.
 - Stations would serve the key destinations on the corridor.



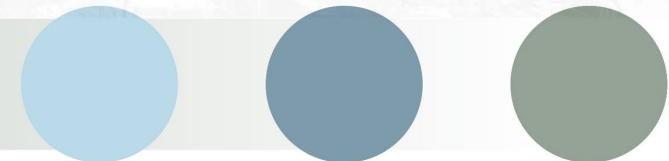
Dedicated bus lane rendering, King County Metro, Seattle, WA



Dedicated Bus Lane

MEASURES OF EFFECTIVENESS

Does the alternative reduce congestion on SR-248? - OR - Does the alternative reduce travel delay on SR-248?	Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?	Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?	Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?	Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?	Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?	Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?	Feasibility: Implementable before 2034? Service proven technology?
 • May reduce congestion at certain times. • Will reduce travel delay for transit riders.	 • Dedicated bus will improve access on-corridor, and between destinations.	 • Transit travel times expected to be reduced with dedicated bus lanes.	 • Transit on-time performance expected to increase with dedicated bus lanes.	 • Transit reliability for low-income and minority populations expected to increase with dedicated bus lanes.	 • Provides a high-frequency transit solution that could be implemented with limited corridor widening.	 • Dedicated bus provides additional travel modes in the study area.	 • Implementable with reasonable changes to the corridors and transit infrastructure/vehicles. • Service-proven.



Light Rail (LRT)

Electrified rail service, in a dedicated guideway, or – streetcar in mixed traffic.

Re create **248**

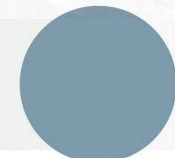
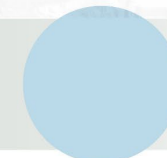
- Studied in the Emerging Disruptors Study (2024), alignments/corridors undetermined.
- **Trip types:** local and regional
- **Operating environment:** dedicated right-of-way for LRT, in-lane with vehicles Streetcar
- **Typical stop spacing:** 1 mile
- **Typical peak frequency:** 15 minutes
- **Ridership Capacity:** 120-180 per car
- **Compatibility with existing system:** No
- **Other considerations:**
 - Requires 10-20 acres at end of line for O&M facility.
 - Steep grades may restrict the route.
 - Turning radii footprints may have property impacts.
 - Streetcar runs in-line with traffic and would be subject to the same congestion and delay as SOVs.
 - Low emissions transit option.



Streetcar service in Portland, OR



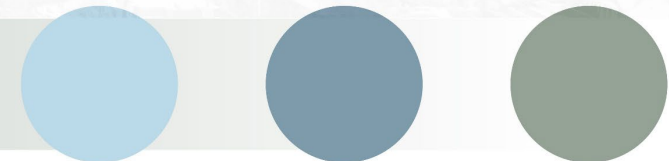
Light rail service in Charlotte, NC



Light Rail

MEASURES OF EFFECTIVENESS

Does the alternative reduce congestion on SR-248? - OR - Does the alternative reduce travel delay on SR-248?	Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?	Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?	Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?	Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?	Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?	Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?	Feasibility: Implementable before 2034? Service proven technology?
 - LTR may reduce congestion and travel delay. - Streetcar could exacerbate congestion and travel delay, operating in mixed traffic with inline stops.	 LTR and streetcar will improve access on-corridor and between destinations.	 Transit travel times expected to be reduced with LTR, but not streetcar.	 Transit on-time performance expected to increase with LTR, but not streetcar.	 Transit reliability for low-income and minority populations expected to increase with LTR.	 LTR would likely require corridor widening, particularly at station locations.	 Both provide additional travel modes in the study area.	 - Time needed to environmentally clear and design a wider rail corridor plus O&M facility may be tight. - Service proven technology.



Automated Guideway Transit (AGT)

Mode currently undefined, could be monorail, personal rapid transit, or other.

Re create **248**

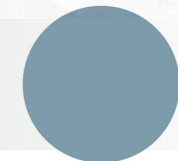
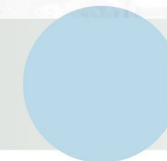
- Studied briefly in the Emerging Disruptors Study (2024)
- **Trip types:** local and regional
- **Operating environment:** dedicated right-of-way
- **Typical stop spacing:** TBD
- **Typical peak frequency:** TBD
- **Ridership Capacity:** ~8-80 passengers per car
- **Compatibility with existing system:** No
- **Other considerations:**
 - Monorail operates and requires similar ROW to light rail.
 - Personal rapid transit is not a service-proven technology for public transit.
 - AGT may be nimbler to make sharp turns and steep grades.
 - Additional data needed to determine how to maintain, particularly during snow events.
 - Likely requires 10-20 acres for O&M facility.
 - Unlikely to qualify for FTA funds.



Disneyland Monorail, Anaheim, CA

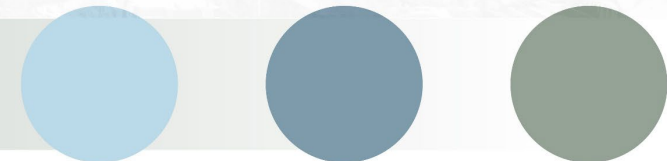


PRT rendering, Richard Garriott, Austin, TX



Automated Guideway Transit

MEASURES OF EFFECTIVENESS							
Does the alternative reduce congestion on SR-248? - OR - Does the alternative reduce travel delay on SR-248?	Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?	Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?	Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?	Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?	Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?	Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?	Feasibility: Implementable before 2034? Service proven technology?
 Mode, passenger load, speed, and logic termini must be determined before assessing.	 AGT has the potential to improve access to destinations on-corridor and at either end.	 Mode will need to be determined to assess transit travel times.	 Mode will need to be determined to assess on-time performance.	 Mode and station location capabilities will need to be determined to assess service for these populations.	 - Mode will need to be determined to assess service for these populations. - Monorail, likely does not limit road widening.	 Yes, this would offer a new mode of travel on the corridor.	 - Time required to clear and design this system plus O&M facility may be tight. - Not many examples of service proven, certain systems in decline now.

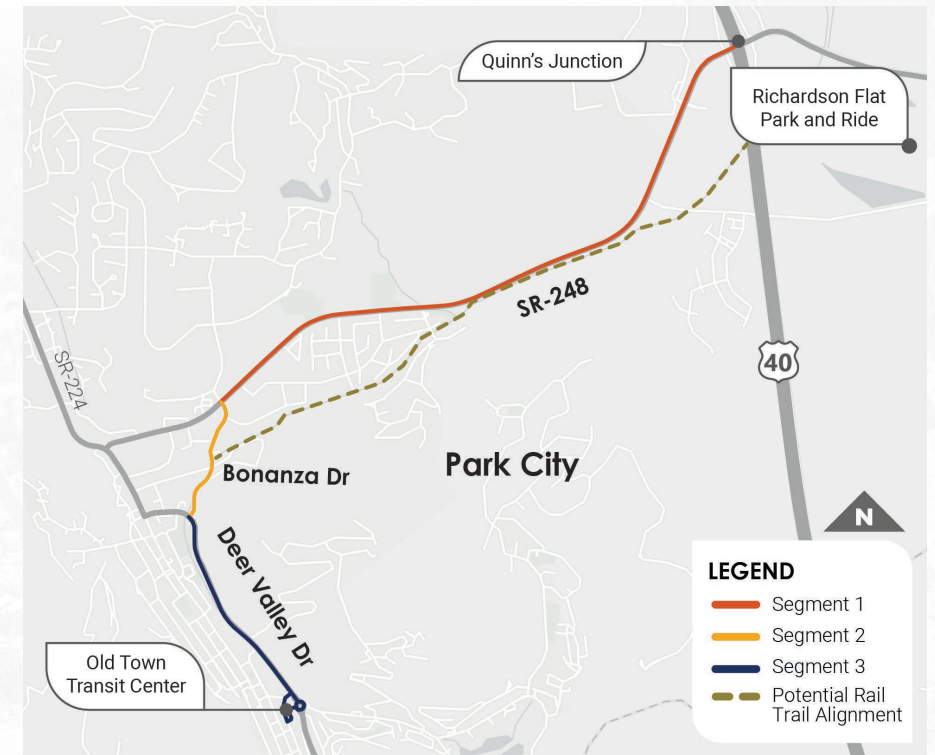


Rail Trail Transit Alignment

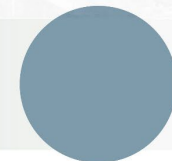
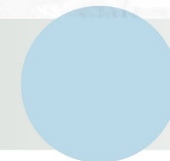
From Quinn's Junction to Bonanza Drive utilizing the existing trail.

re create **248**

- Multiple modes could be considered, not formally studied.
- **Trip types:** local and regional
- **Operating environment:** off corridor, then mixed flow at Bonanza Drive
- **Typical stop spacing:** TBD
- **Typical peak frequency:** TBD
- **Ridership Capacity:** TBD
- **Compatibility with existing system:** TBD
- **Other considerations:**
 - Would remove or compromise existing trail system.
 - Wetland and environmental resources exist and may be impacted.
 - Federal funding cannot be used for the trail if there are feasible and prudent alternatives that would avoid the property.



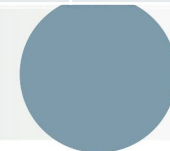
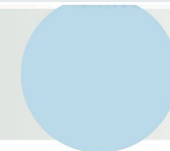
Potential Rail Trail alignment



Rail Trail Transit Alignment

MEASURES OF EFFECTIVENESS

Does the alternative reduce congestion on SR-248? - OR - Does the alternative reduce travel delay on SR-248?	Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?	Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?	Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?	Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?	Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?	Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?	Feasibility: Implementable before 2034? Service proven technology?
 May reduce SOVs, depending on mode, however, without a dedicated connection to OTTC or other in-town destinations, it may not.	 Assuming a termination at Bonanza Drive, or a merge into mixed flow traffic, unlikely to improve access to OTTC.	 May reduce transit travel time for a portion of the corridor.	 May increase on-time performance for a portion of the corridor.	 It does not provide contiguous on-corridor access to low-income and minority populations.	 There is no solution identified for the whole study area (Bonanza Drive, and Deer Valley Drive).	 This alignment does not provide on-corridor transit options.	 Feasibility is mode-dependent, additional study required to determine.



Electric Vehicle Tunnel

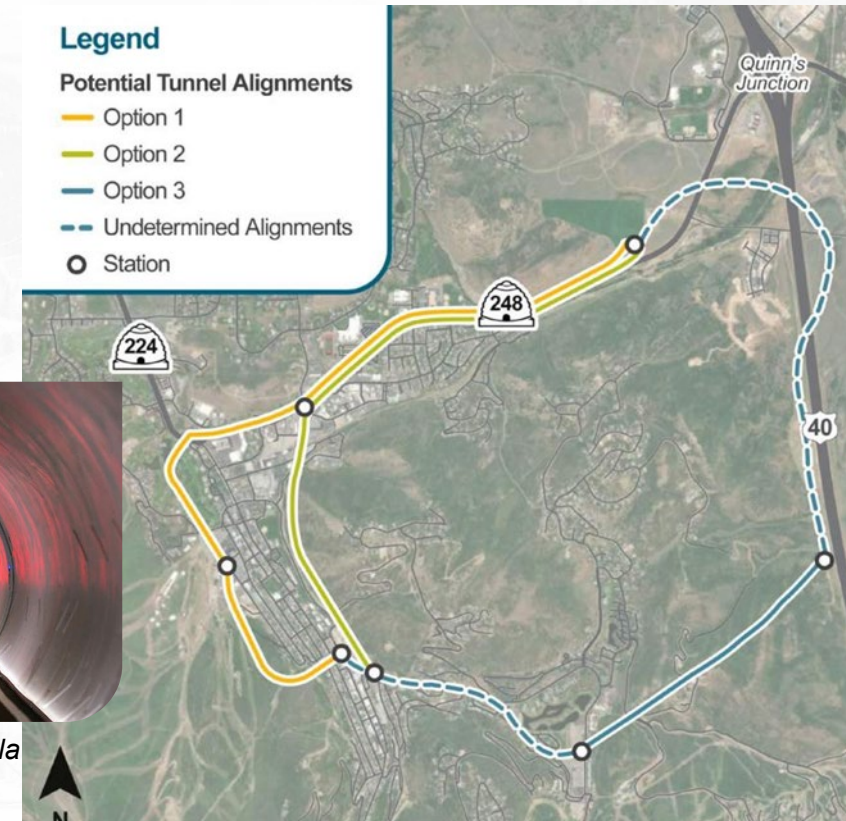
From Quinn's Junction to Bonanza Drive via a below-surface tunnel under SR-248.

Re create **248**

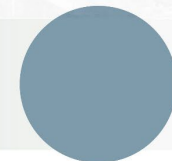
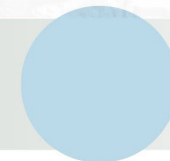
- Studied in the Emerging Disruptors Study (2024).
- **Trip types:** local
- **Operating environment:** subterranean tunnel
- **Typical stop spacing:** N/A
- **Typical peak frequency:** N/A
- **Ridership Capacity:** N/A
- **Compatibility with existing system:** No
- **Other considerations:**
 - Concerns over soils/environmental impacts.
 - Removes patronage from business access.
 - Not considered a service-proven technology.
 - Tunnels don't accommodate traditional transit vehicles and are geared toward SOVs.
 - Unlikely to qualify for federal funds.



Example of EV tunnel, Tesla Tunnel, Las Vegas

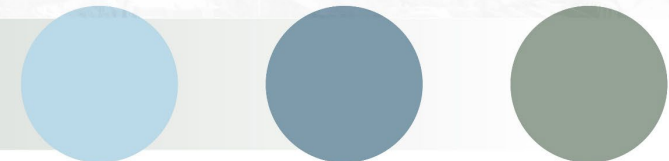


Potential tunnel alignments, Emerging Disruptors Study (2024)



Electric Vehicle Tunnel

MEASURES OF EFFECTIVENESS							
Does the alternative reduce congestion on SR-248? - OR - Does the alternative reduce travel delay on SR-248?	Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?	Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?	Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?	Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?	Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?	Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?	Feasibility: Implementable before 2034? Service proven technology?
 Size of tunnel does not accommodate all types of vehicles and would provide relatively low capacity.	 Does not provide access between the point-to-point trips.	 Unlikely to reduce travel times due to vehicle size limitations and lack of on-corridor access.	 Does not provide solutions to increase on-time performance for transit.	 Does not provide a reliable transit service to low-income and minority populations.	 Does not provide high frequency transit solutions.	 Does not provide additional travel modes for the general public to utilize.	 Not a service proven technology, particularly for transit.



Traditional Widening

Four or five general purpose lanes in the “chokepoint” section of SR-248 from Richardson Flat Road to Wyatt Earp Way.

Re create **248**

- Studied in the 2020 Environmental Assessment.
- **Trip types:** local and regional
- **Operating environment:** existing roadways plus some widening
- **Typical stop spacing:** N/A
- **Typical peak frequency:** N/A
- **Ridership Capacity:** N/A
- **Compatibility with existing system:** N/A
- **Other considerations:**
 - Not a dedicated transit solution.
 - May improve travel time and reduce congestion, for a time.

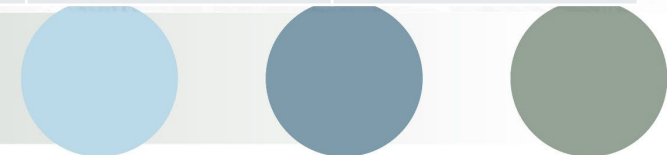


Example of a five-lane cross section, matching SR-248 west of Richardson Flat Road

Traditional Widening

MEASURES OF EFFECTIVENESS

Does the alternative reduce congestion on SR-248? - OR - Does the alternative reduce travel delay on SR-248?	Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?	Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?	Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?	Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?	Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?	Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?	Feasibility: Implementable before 2034? Service proven technology?
 It may alleviate congestion and delay at least for some time.	 If travel times are reduced, it may improve access.	 - Does not improve transit travel times long term, particularly during peak times. - Does not provide a transit-forward solution to address this measure.	 It does not provide a transit-forward solution that would address on-time performance if transit vehicles are in mixed-flow traffic.	 It does not enhance reliable transit service for low-income and minority populations on corridor.	 It does not provide frequent transit service while limiting road widening.	 It does not provide additional travel modes on SR-248.	 - Likely implementable before 2034. - A project strategy for capacity building.



Commuter Rail

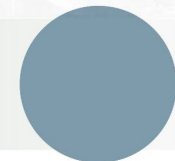
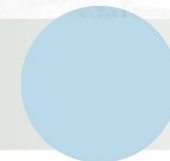
Dedicated commuter rail corridor on SR-248, may be unfeasible on Bonanza Drive and Deer Valley Drive.

Re create **248**

- Not formally studied.
- **Trip types:** regional
- **Operating environment:** separated right-of-way
- **Typical stop spacing:** 3-5 miles
- **Typical peak frequency:** 15-30 minutes
- **Ridership Capacity:** 100-200 per car
- **Compatibility with existing system:** No
- **Other considerations:**
 - Service will not get up to speed (79 mph) in this short a segment.
 - Key destinations along the corridor would not be served.
 - Would likely have substantial property impacts to make turns or to accommodate the exclusive right-of-way necessary.
 - Not designed to be utilized on grades steeper than 4%, likely could not utilize Bonanza or Deer Valley Drive, or turn into the OTTC.



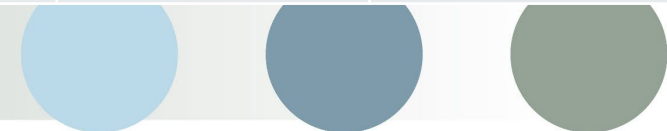
UTA FrontRunner commuter rail, Salt Lake City, UT



Commuter Rail

MEASURES OF EFFECTIVENESS

Does the alternative reduce congestion on SR-248? - OR - Does the alternative reduce travel delay on SR-248?	Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?	Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?	Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?	Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?	Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?	Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?	Feasibility: Implementable before 2034? Service proven technology?
 • It may reduce travel delay on corridor for a time. • May not reduce congestion depending on termini (e.g., if it does not service OTTC it may see reduced ridership draw).	 • May not make turns onto Bonanza and Deer Valley Drive without property impacts, may not make steep grades (>4%), service would terminate on SR-248 and not serve destinations at or near OTTC.	 • Commuter rail may reduce transit travel time on SR-248, but unlikely to service Bonanza Drive and Deer Valley Drive.	 • Service, on segments it could operate on, would be reliable.	 • Station spacing for commuter rail is every ~5 miles; no stops on-corridor would be provided therefore limiting service for low-income and minority populations.	 • Corridor widening would likely be required to accommodate commuter rail service.	 • Commuter rail unlikely to service OTTC due to turning radii constraints and grade.	 • Time required to clear and design this system plus O&M facility may be tight. • Service proven technology.



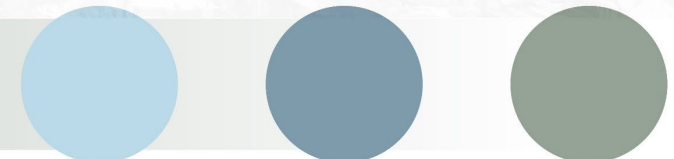
Minor Transit Improvements

Minor improvements to the existing service which may include station locations and amenities, and signal priority.

- **Trip types:** local and regional
- **Operating environment:** mixed flow with traffic, and shoulder-running in some locations
- **Typical stop spacing:** could be assessed for improvements
- **Typical peak frequency:** could be assessed for improvements
- **Ridership Capacity:** 40-45 per bus
- **Compatibility with existing system:** Yes
- **Other considerations:**
 - Does not address desire for a higher-level of investment in transit infrastructure.
 - Does not address congestion, travel delays, transit travel times, on-time improvements, or the reliability of transit services.

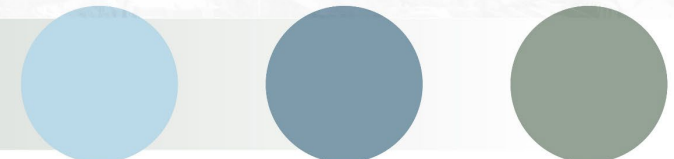


Fresh Market bus stop improvements, Park City, UT



Minor Transit Improvements

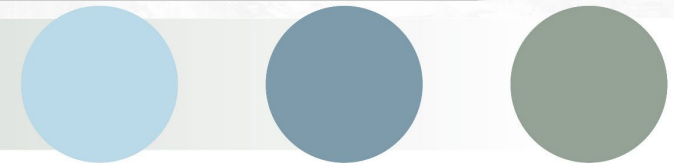
MEASURES OF EFFECTIVENESS							
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 Minor improvements would not address congestion or travel delay.	 Would provide the same existing access as today, likely.	 Minor improvements would not reduce transit travel times.	 Minor improvements would not increase on-time performance.	 Minor improvements do not enhance reliability of transit service for low-income and minority populations.	 Minor improvements do not provide high-frequency transit between Quinn's Junction and OTTC as buses would merge into mixed-traffic.	 It does provide an additional travel mode, but the alternative would not be competitive with single occupancy vehicles.	



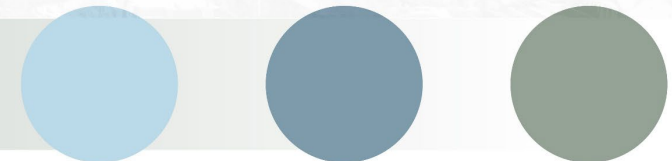
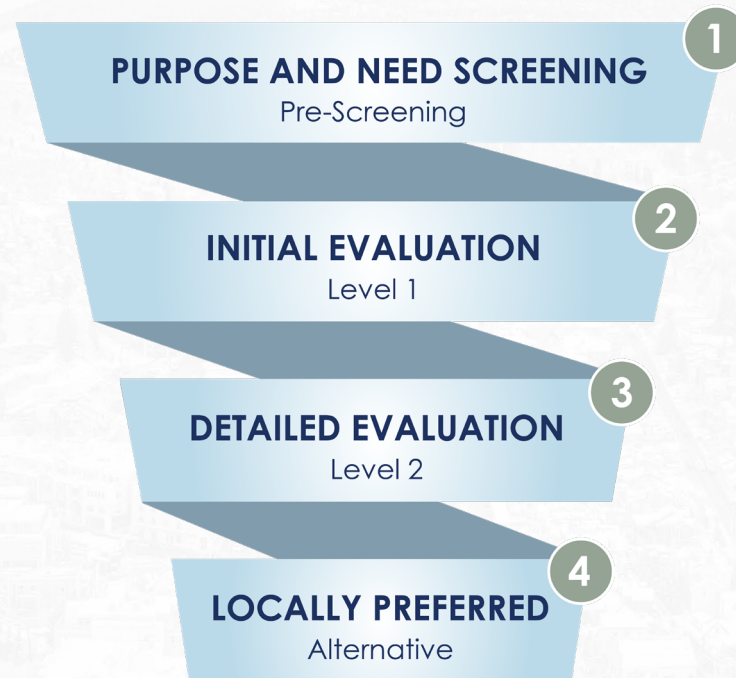
Initial Purpose and Need Screening

Alternative	MEASURES OF EFFECTIVENESS							FEAS.
	Does the alternative reduce congestion or reduce travel delay?	Does the alternative provide access to key destinations on-corridor?	Does the alternative reduce transit travel times?	Does the alternative increase on-time performance of transit?	Does the alternative provide reliable transit service on-corridor for low-income and minorities?	Does the alternative provide high-frequency transit on-corridor with limited road widening?	Does the alternative provide additional travel modes on-corridor in the study area?	
No Action Alternative	Not Screened							
Gondola	Yes	No	Yes	Yes	No	No	No	Yes
One Way Traffic Loop	Yes	No	No	No	No	No	No	Yes
Reversible Flex Lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Dedicated Bus Lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Light Rail	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
Automated Guideway Transit	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Rail Trail Transit Alignment	Yes	No	Yes	Yes	No	No	No	Yes
Electric Vehicle Tunnel	No	No	No	No	No	No	No	No
Traditional Widening	Yes	Yes	No	No	No	No	No	Yes
Commuter Rail	Yes	No	Yes	Yes	No	No	No	Yes
Minor Transit Improvements	No	Yes	No	No	No	No	Yes	Yes

Yes  Maybe  No 



Next Steps





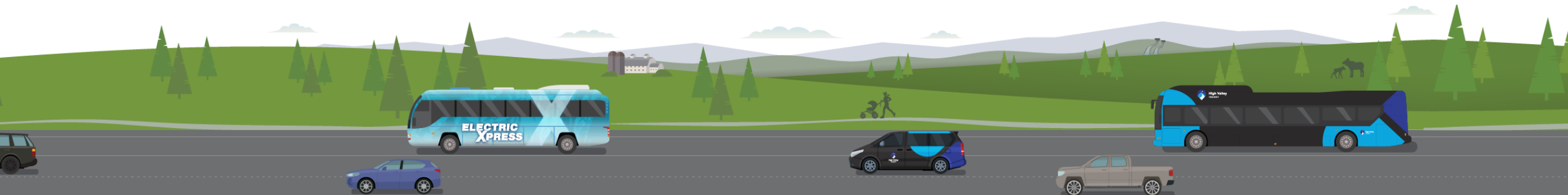
High Valley Transit:

SR-224 Update

December 6, 2024

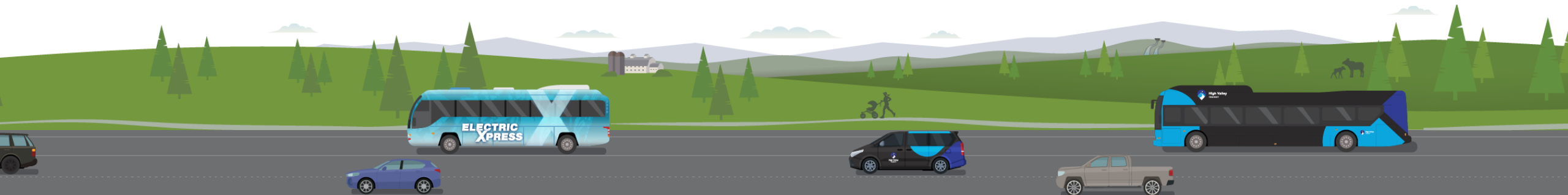
Goals for Today

- Remove the \$20 million contribution figure from our joint memories!
- Clarify funding strategies as well as cost-saving efforts.
- Gain understanding on process and timeline to increase collaboration and achieve goals.
- Provide additional data regarding the value and efficacy of BRT on SR-224 to Park City.

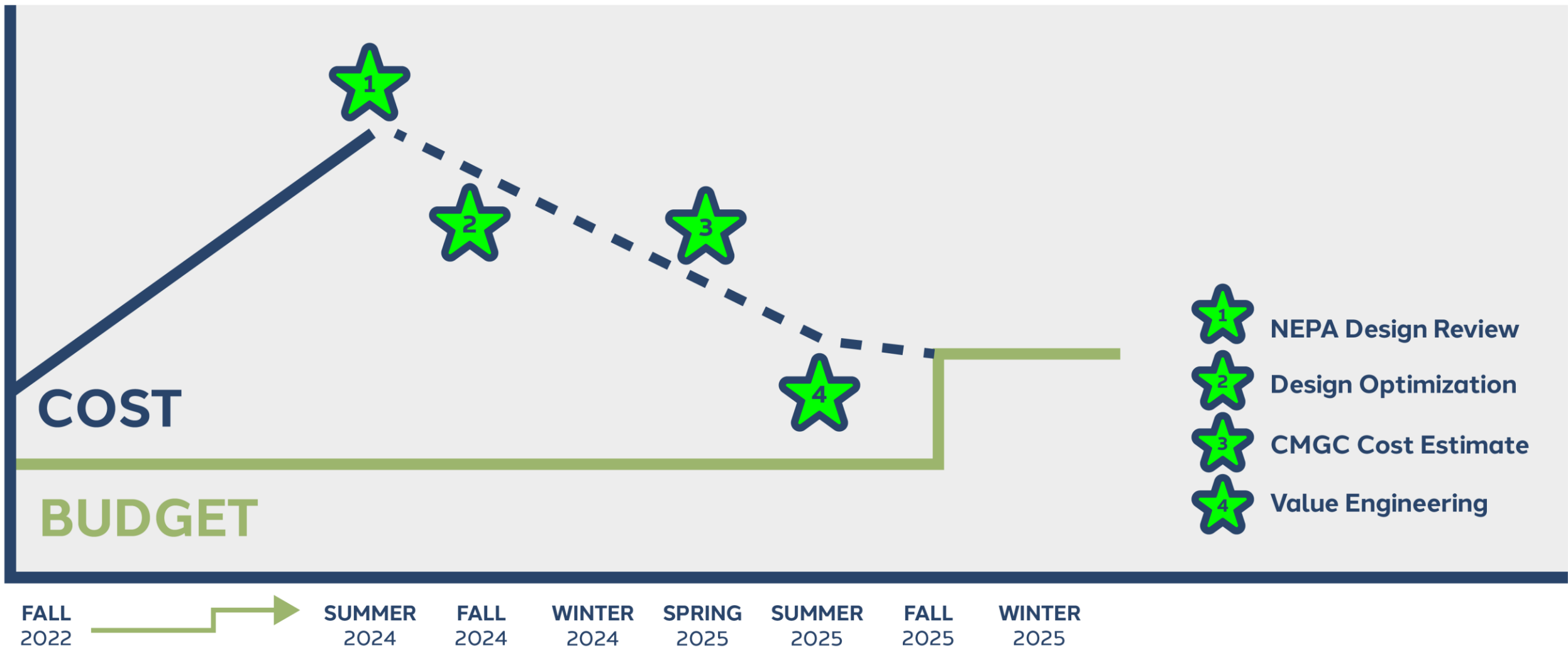


Agenda

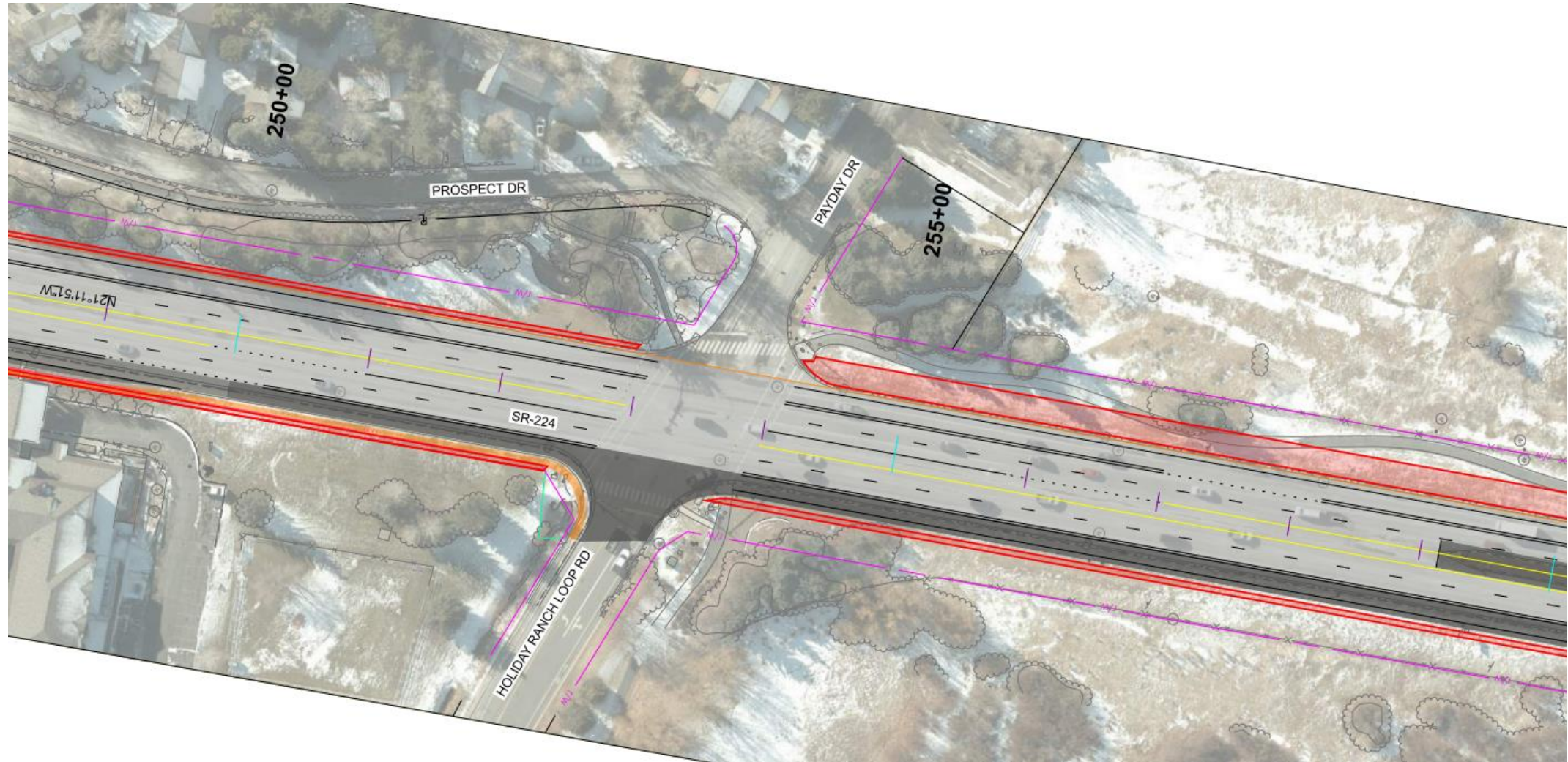
1. Project Design & Engineering Timeline
2. Project Value
3. Project Funding and Scenario Planning



Project Delivery Sequence



Project Footprint Example



NEPA Design Review vs Design Optimization

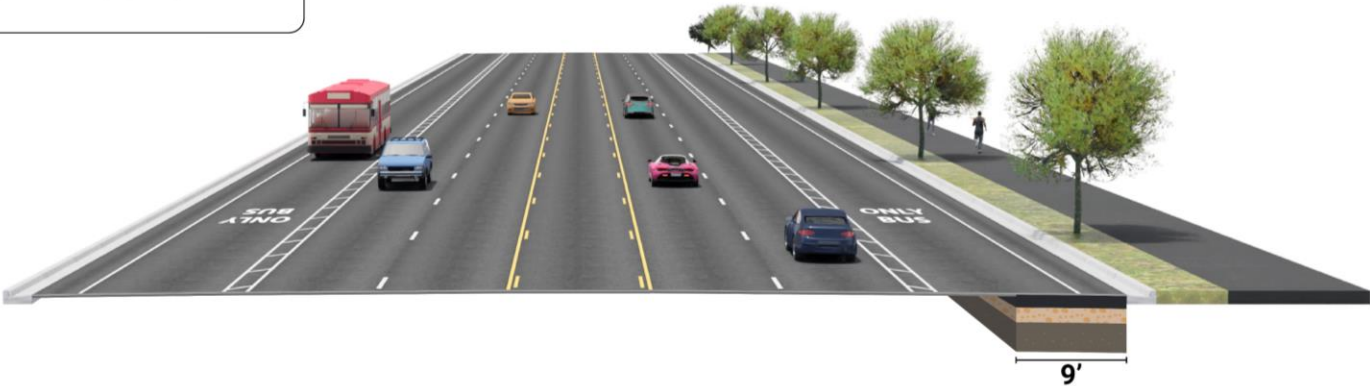


NEPA Design – 28’ Wider than Existing

2.5'	10'	12'	2'	12'	12'	14'	12'	12'	2'	12'	2.5'	10'	4'	12'
C&G	SHOULDER	BRT-ONLY LANE	BUFFER	TRAVEL LANE	TRAVEL LANE	TURN LANE	TRAVEL LANE	TRAVEL LANE	BUFFER	BRT-ONLY LANE	SHOULDER	C&G	PARK STRIP	TRAIL

TYPICAL SECTION—ENVIRO
ROW 131'/ASPHALT 110'

Current Design – 18’ Narrower
(65% less new pavement) than NEPA

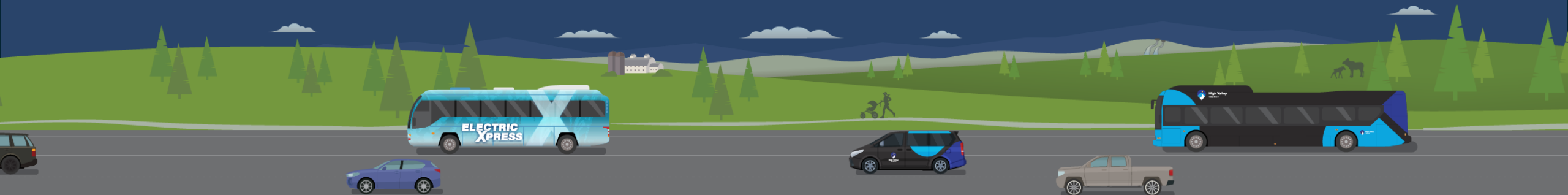


2.5'	4'	12'	2'	11'	11'	12'	11'	11'	2'	12'	4'	2.5'	6'	12'
C&G	SHOULDER	BRT-ONLY LANE	BUFFER	TRAVEL LANE	TRAVEL LANE	TURN LANE	TRAVEL LANE	TRAVEL LANE	BUFFER	BRT-ONLY LANE	SHOULDER	C&G	PARK STRIP	TRAIL

TYPICAL—REDUCE/SHIFT EAST
ROW 115'/ASPHALT 92'

Project Value

Getting 5,000 people to Park City quickly,
reliably, and efficiently each day.



Project Workshop

"I hope that our BRT will be similar to the system at Snowmass/Aspen. I'd rather be on a bus reading."



"When 224 is backed up, my life is backed up."

"Let's use the deadline of the Olympics to solve some of our problems and get more people in and out of here without increasing traffic."



"We are all here because we enjoy the outdoors. But we need infrastructure like this to enjoy nature and welcome visitors."

"From an Olympic Park perspective, this is super essential for employees and guests."

"224 is a lifeline for me and Canyons Village."



"I see the traffic and congestion on 224 daily. I've sat in that traffic and I'm excited for the project."



PROPOSED BRT ALIGNMENT

- DEDICATED BRT LANES
- MIXED FLOW TRAFFIC

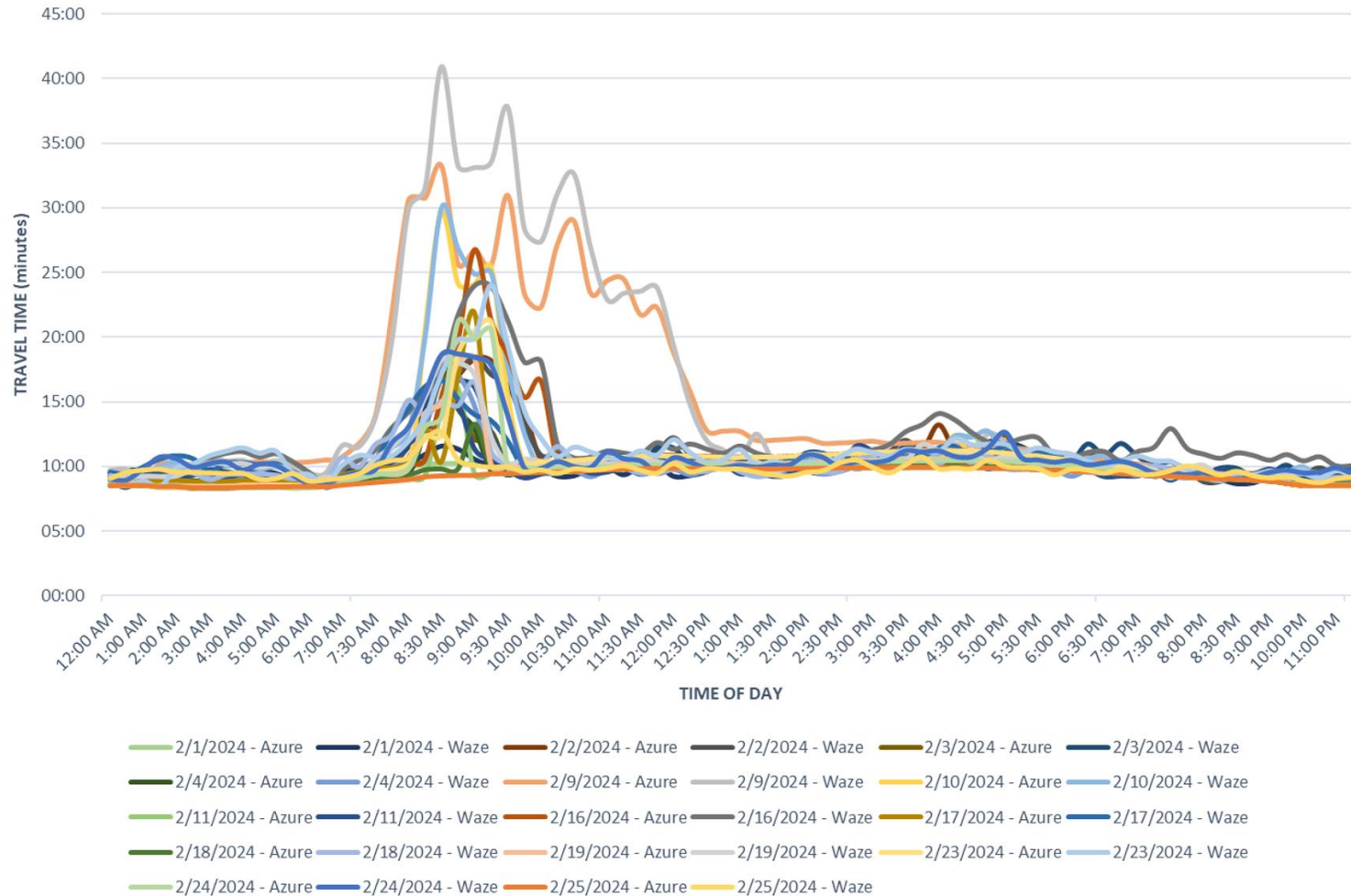


EXISTING STATION

PROPOSED STATION

Travel Time

Travel Time Graph
#29 - Park Ave (Kimball Jct to Deer Valley Dr)



Average Driving Time AM
Commute = 37-42 min.

Average Bus Travel Time
AM Commute = 30-33 min.

Project Value

- Quality of life for all
- 6-minute peak frequency
- Decrease in travel time
- Reliable in all conditions
- Intersection improvements that benefit Old Town



Funding Sources

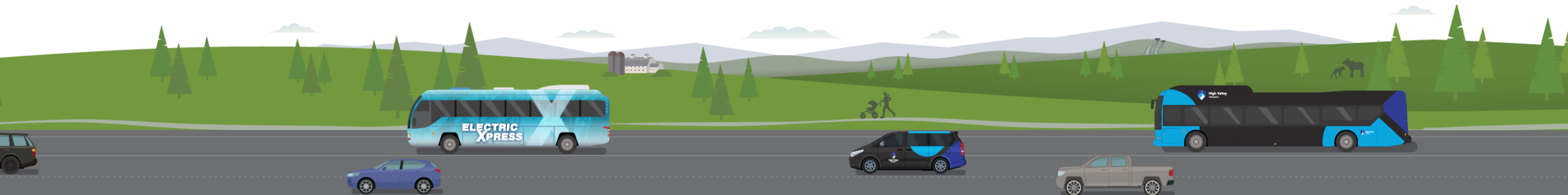
Current Obligated Funds

\$66.75 Million

- Federal Funding: \$26M
- State Funding: \$30.3M
- Transit Sales Tax: \$7.3M
- Corridor Preservation: \$3.15M

Potential Revenue Sources?

- Legislative Appropriations: \$1M - \$3M
- Transit Sales Tax: \$0M - \$24M
- PC+SC Contribution: ??



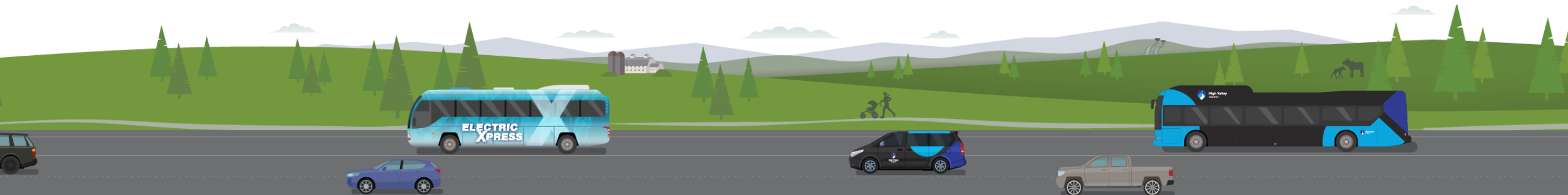


Scenario Planning

Project Cost	\$ 90,000,000.00
Obligated Funding	
Federal Funding	\$ 26,000,000.00
State Funding	\$ 30,300,000.00
Transit Sales Tax	\$ 7,300,000.00
Corridor Preservation	\$ 3,150,000.00
Potential Funding	
Legislative Appropriations	\$ 3,000,000.00
Transit Sales Tax ('25-'28)	\$ 12,000,000.00
Funding Gap	\$ 8,250,000.00

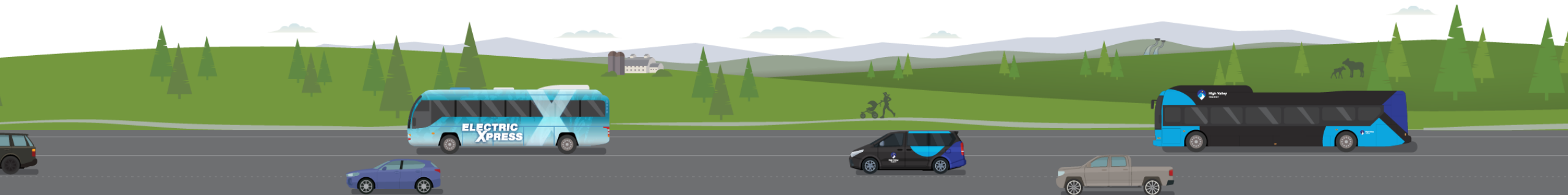
Next Steps

- Contractor Selection – December 2024
- Development of MOU – January/February 2025
- Contractor Pricing – March 2025
- Funding Commitments Discussion – June 2025



In Closing...

- Significant Regional and Local Benefits
- Project Comes with \$66 Million in Investment
- Collaboration with Staff at the right time will Ensure the Highest Value



Responses to Park City Council Questions

December 6, 2024

Planning & Design

1. How were station locations chosen?

Station locations were chosen pre-NEPA by the Park City Transit staff. They were chosen based on ridership, geography, and accessibility.

2. What does the Station at Thaynes accomplish?

The Thaynes station does many things:

- Relieves pressure at the Fresh Market transit stop by providing another nearby option.
- Provides accessibility to Park City's transit network as commuters can use it to transfer buses.
- The Thaynes/Snow Creek stations will serve skiers at the Peaks Hotel and Jupiter Landing, in addition to golf course employees, golf course skiers, and kids going to Nordic or Alpine ski. That station also mitigates the need for additional parking at the golf course.

3. What are the estimated boardings at Thaynes/Snow Creek?

On opening day, 40 daily boardings are anticipated with projected growth increasing to 70 daily boardings in 2050.

4. Can you estimate the cost savings if we were to cut Thaynes from the project?

We can once we have 30% and 60% design cost estimates.

5. Would removing Thaynes put any grant funds at risk?

It's unlikely, but currently being evaluated in conjunction with FTA.

6. What parking solutions will be used for the project?

The County has existing park-and-ride lots and is planning for more in the future. In addition, High Valley Transit will utilize microtransit and other strategies that reduce the need for parking.

7. How was the corridor width narrowed from the NEPA phase?

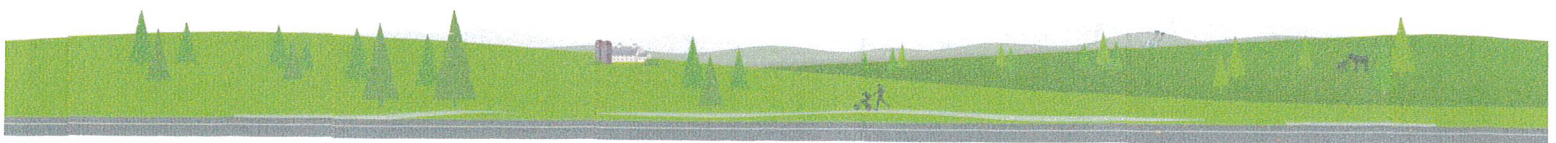
The team worked with UDOT, Park City, and Summit County to make design revisions based on a 45-mph design. In the past, while the speed limit is actually 45 mph, the road was designed for faster speeds. This new design standard allowed us to safely reduce the widths of the lanes, median, and shoulders which has decreased the added pavement from 28' of new asphalt to 10', a 64% reduction.

8. Is the narrower width safe?

Yes. The project will meet all safety requirements of the 45-mph design.

9. What are the actual impacts of the project?

- There are currently 31 parcel impacts (reduced from 62 impacts in NEPA, a 50% reduction). All parcel impacts are land, not structures.
- Total roadway width of 92' (reduced from 110' in NEPA, a 17% reduction).
- No trail impacts!



BUS RAPID TRANSIT

Community Performance Delivery

Project Value

10. What is the benefit to Park City?

This project will benefit Park City more than any other partner/entity. Existing traffic and transit ridership data from HVT, PCT, UDOT, and cellphone data demonstrates that Park City proper is the most common destination in the system. It is also the least affordable place to live in the system.

11. What are the time savings from Kimball Junction to Old Town?

- Park City's traffic data shows a 40-minute SOV commute from Kimball Junction to Deer Valley Drive during an average winter a.m. commute.
- BRT is modeled to average a 17-minute commute from Kimball Junction to Deer Valley Drive – consistently.
- BRT will beat existing transit travel times by 10-17 minutes a trip, depending on the time of day and year.

12. Is there a travel time benefit threshold at which funding could be at risk?

Travel times are not a performance measure in the funding agreement. The funding agreement specifies on-time reliability as the measure. Reliability is achieved through dedicated lanes and signal priority.

13. Why do we need dedicated lanes south of Canyons?

The time savings on this segment is significant – in fact, on opening day, users will save 9 minutes on the ride from Canyons to Fresh Market during peak travel times. Our funding is also dependent on it.

14. What benefits do we gain from widening SR 224 from the city line to Thaynes (where it currently merges into regular traffic anyway)?

Again, time savings. The project initially wanted to widen all the way to Fresh Market but determined that the most gain and biggest cost savings could be accomplished with this scenario.

15. Would reducing this portion of the widening put any grant funding at risk?

Yes, we are obligated to construct elements outlined in the FTA agreement.

16. Can you estimate the cost savings if we were to merge traffic at the city line instead?

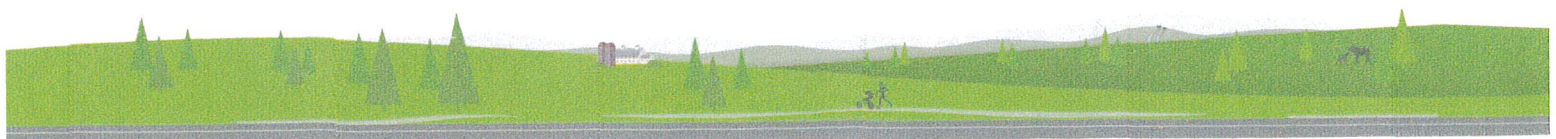
No. That would change the nature of the project to the extent of risking funding.

17. How are we optimizing travel times from Kearns to Old Town?

- Transit signal prioritization increases bus times without significantly impacting auto times. Better transit options also reduce the time needed to look for parking.
- A wide variety of transit signal prioritization strategies can be used system-wide to balance movements with minimal impacts on competing roadways.

18. Will Park City benefit from the intersection technology improvements proposed, and if so, what is the cost allocated to this part of the project?

The intersection technology actually improves (two of the five) currently failing intersections in Park City. Cost allocations will be developed in the Summer of 2025.



BUS RAPID TRANSIT

Community Performance Delivery

19. Will the City benefit from a double left-turn lane at 224/DV Drive; is it feasible/realistic; and if so, what is the cost allocated to this part of the project?

- This element increases intersection performance in the morning and evening peak periods and also reduces queue lengths on Deer Valley Drive, which often extends to Bonanza Drive. Cost allocations will be developed in the Summer of 2025.
- This improvement was requested by Park City during the intersection studies.

20. Who will be using the dedicated lanes?

BRT, Park City Transit, School District buses, and future transit providers. Riders will include employees, skiers, students, festival goers, and more.

Cost Estimate/Funding

21. How did the PC portion of the funding request go from \$6 million to \$20 million?

- We are NOT anticipating \$20 million in our current funding scenario.
- It was an arbitrary number based on the project with the most potential impacts identified during NEPA. We now know that the project will be right-sized to perform just as well within the narrower footprint.
- The \$6 million was also an estimate based on very early information.

22. How does 3rd quarter TST tax fit in?

3rd quarter TST is intended for regionally significant transportation projects. HVT has been proactive in applying for and using the awarded TST to fund BRT.

23. Can the School District participate financially since they will use the lanes?

School Districts historically have not participated in transportation projects, and it may not be legal for them to participate. More research needs to be done in this area.

24. Can the resorts contribute?

Resort contributions are not in our funding strategy as they already generate a large portion of the sales tax. More research needs to be done in this area.

25. How much is Summit County committing to contribute from County funds towards this project, excluding the 3rd quarter sales tax?

Summit County has committed to participating in order to meet the funding gap.

26. When will we have a more accurate cost?

A good estimate will be available at 30% design in the Spring, and a very firm cost estimate will be available at the 60% design milestone in the Summer of 2025. The cost estimates being produced at these milestones are being developed by the contractor who will ultimately construct the project.

