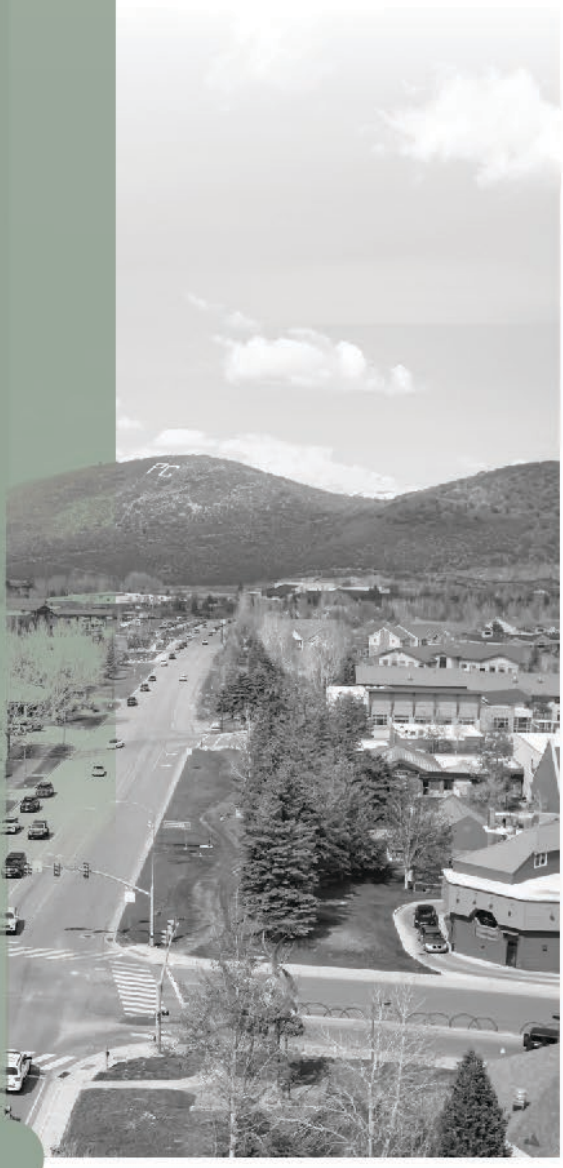
Re·create 248

# EXISTING AND FUTURE CONDITIONS REPORT

October 2024



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# Acronyms and Abbreviations

| | |
|---|---|
| AADT | Annual Average Daily Traffic |
| AASHTO | American Association of State Highway and Transportation Officials |
| ACS | American Community Survey |
| ADA | Americans with Disabilities Act |
| BRT | Bus Rapid Transit |
| CCD | Census County Division |
| EA | Environmental Assessment |
| EPA | Environmental Protection Agency |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| HVT | High Valley Transit |
| ICE | Intersection Control Evaluation |
| LOS | Level of Service |
| LPA | Locally Preferred Alternative |
| MAG | Mountainland Association of Governments |
| MPH | Miles Per Hour |
| NACTO | National Association of City Transportation Officials |
| NEPA | National Environmental Policy Act |
| OTTC | Old Town Transit Center |
| PCF | Park City Forward |
| PCMC | Park City Municipal Corporation |
| PCT | Park City Transit |
| PDO | Property Damage Only |
| SRTP | Short Range Transportation Plan |
| TAZ | Traffic Analysis Zones |
| TDI | Transit Dependency Index |
| TDR | Transfer of Development Rights |
| TOD | Transit-Oriented Development |
| UDOT | Utah Department of Transportation |
| WOTUS | Waters of the United States |

# 1 STUDY OVERVIEW

## 1.1 INTRODUCTION

Park City Municipal Corporation (PCMC), located in Summit County, UT, in collaboration with the Utah Department of Transportation (UDOT), has initiated the Re-create 248 Transit Study (Re-create 248). The study is aimed at enhancing reliable high-capacity transit service along the SR-248 corridor, Bonanza Drive, and Deer Valley Drive that can be advanced to the next phase of project development: a National Environmental Policy Act (NEPA) level environmental study and preliminary engineering. This study will identify a locally preferred alternative (LPA) that will include a definition of areas to be served, transit mode/type of transit technology, and logical termini (project limits).

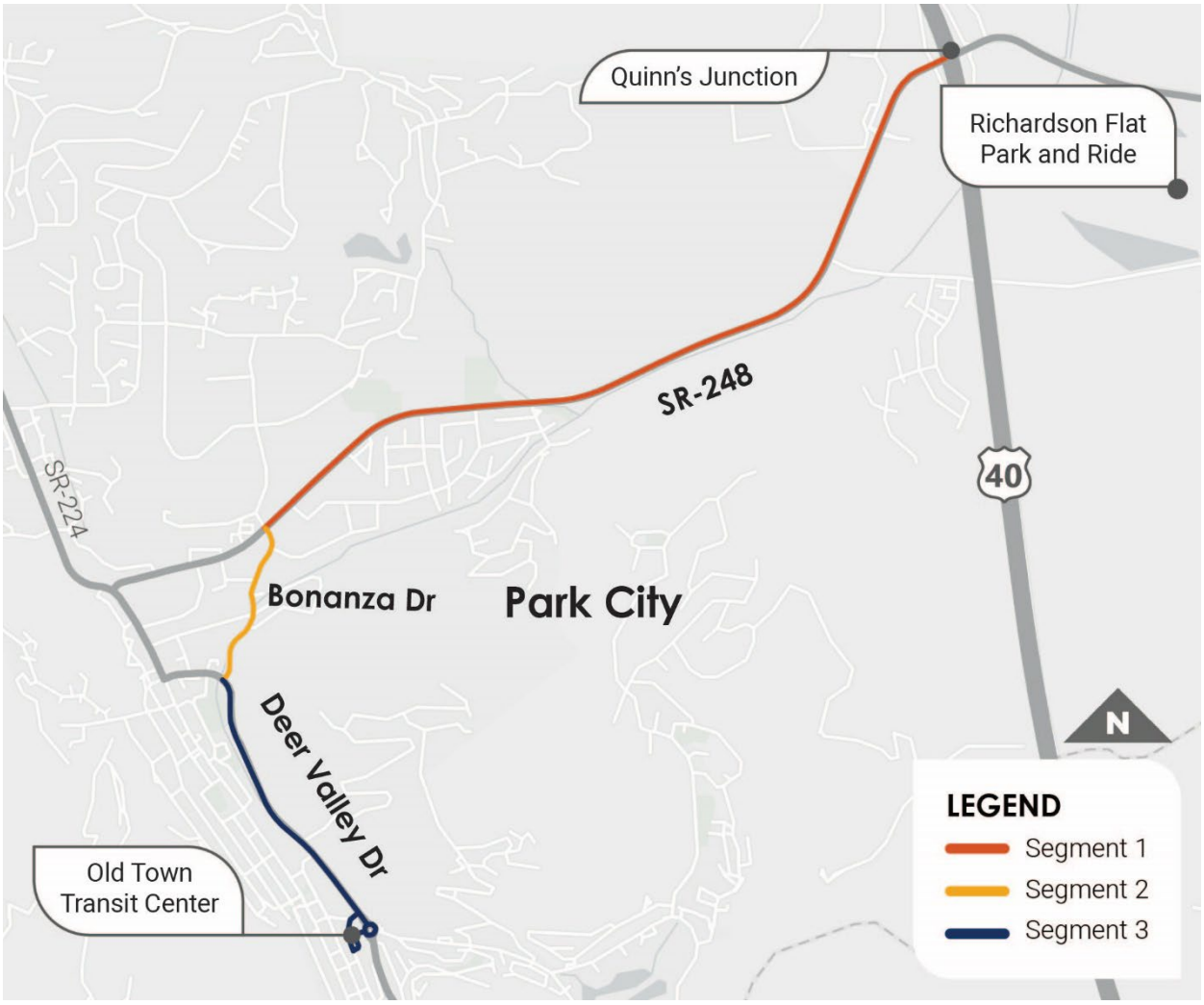
## 1.2 STUDY AREA

The study area for Re-create 248 is between Quinn's Junction (the interchange to access US-40) and the Richardson Flat Park and Ride on the east, along SR-248, then south along Bonanza Drive and Deer Valley Drive to the Old Town Transit Center (OTTC) on the west (Figure 1).

- Segment 1 – Quinn's Junction to Bonanza Drive is state-owned.
- Segment 2 – Bonanza Drive from SR-248 to Deer Valley Drive is Park City-owned.
- Segment 3 – Deer Valley Drive (also SR-224) from Bonanza Drive to the OTTC is state-owned.

From Quinn's Junction to the OTTC is approximately 4 miles in length, and from Richardson Flat Park and Ride to the OTTC is approximately 4.8 miles in length. The study will also capture additional transportation and land use investments in the area, paying particular attention to ensuring the SR-248 LPA aligns with the SR-224 Bus Rapid Transit (BRT) project led by Summit County, which is currently in the design phase, and any other project of influence.

Figure 1. Re-create 248 Study Area Map




# 1.3 REPORT PURPOSE

This report includes information about the existing and future conditions in the Re-create 248 study area, including major roadway conditions, existing transit services and facilities, other multimodal networks as applicable, land uses and development plans, socioeconomic and community profile data, and environmental constraints. This information will be used to define the study's Purpose and Need statements (community needs and project goals), which will then drive the development and evaluation of potential transit solutions.

Of note, this study will take into account constraints in both geography (e.g., the Historic Union Pacific Rail Trail and topography) and environmental (e.g., wetlands, designated open space, and sensitive soils) as well as PCMC's substantive mobility goals (e.g., limiting the desire for new roadways and instead investing in transit and pathways networks). The study will identify

strategies for robust, high-quality transit service to meet today's and tomorrow's transportation demands.

# 2 TRANSPORTATION CONDITIONS

Park City is a central destination in a regional transportation network and a world-class travel destination. The town's national and international draw of recreational opportunities, events, employment hubs, and high quality of life brings thousands of people to the area, increasing the town's population from about 8,400 people to more than five times that amount several times a year, according to data from the Park City Chamber of Commerce & Visitor's Bureau. With only two regional "gateway" corridors into town, SR-224 connecting I-80 to the north and SR-248 connecting US-40 to the east, the transportation system is at times burdened with moving tens of thousands of people each day.

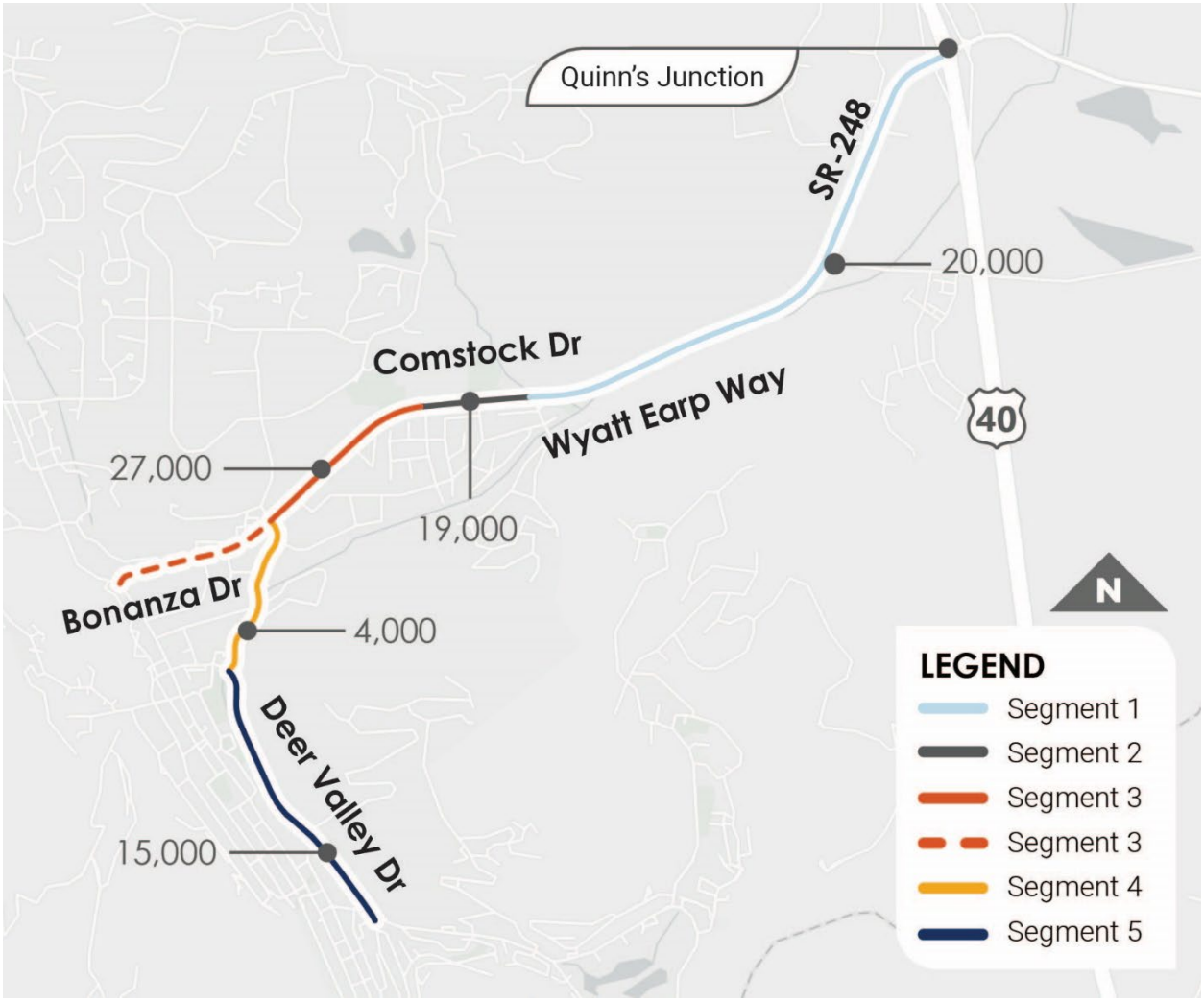
## 2.1 TRAVEL DEMAND

Travel demand refers to the number of people using a transportation system within a specific time period. Annual Average Daily Traffic (AADT) volumes are a common metric used to evaluate road travel conditions. Traffic volumes are measured to determine peak, off-peak, and moderate traffic time periods. SR-248 and Deer Valley Drive are both principal arterial roads, while Bonanza Drive is a minor arterial road. Principal arterials are designed to facilitate high mobility and connect rural communities and major destinations, while a minor arterial provides connectivity within a community. These two types of arterials provide local and regional connections to historic Old Town Park City and to the OTTC, which facilitates many bus transfers to major economic drivers such as Park City Mountain Resort, Deer Valley, and the historic commercial district.

### 2.1.1 Average Daily Traffic Counts

UDOT traffic volume counts are collected along state-owned roadway segments. Those volumes vary along a given corridor based on adjacent land uses and destinations. The study area corridors were segmented into five segments based on their average AADT volumes. Figure 2 shows the AADT volumes for 2023 by segment. There are between 19,000 to 20,000 vehicles per day on SR-248 between Quinn's Junction and Comstock Drive; trips increase to 27,000 vehicles per day on the western segment of the corridor due to the commercial district and many more short trips to access destinations in that area. The dashed red segment of SR-248 on the west end of the corridor is included in the segment that reports 27,000 vehicles per day; it is shown as a dashed line as it is not part of this study area.

**Figure 2. 2023 AADT Volumes by Segment**




*Source: AADT Historical Traffic Data (UDOT, 2023)*

Table 1 shows the AADT history over the past decade and the overall percent change. As population, destinations, and job centers continue to grow in this region, trips on these corridors are increasing. Most notably, SR-248 from US-40 to Bonanza Drive has increased the most, by about 11-12% since 2015.

**Table 1. 2023 AADT History and Percentage Changed**

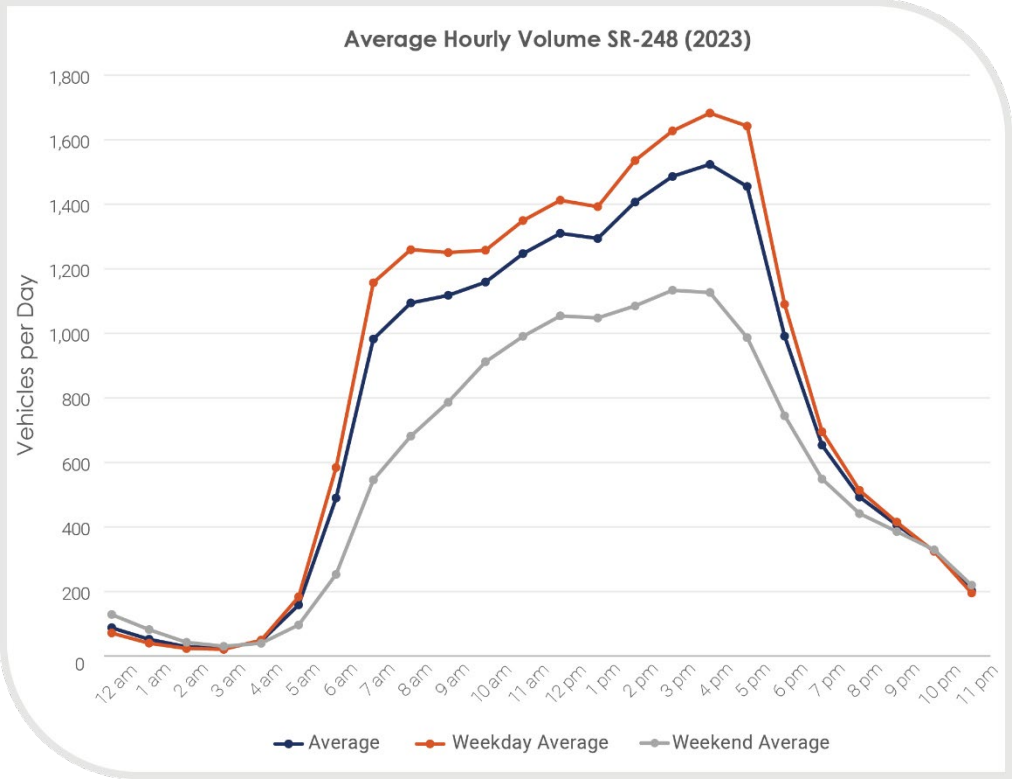
| SEGMENT | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | PERCENTAGE CHANGED FROM 2015 TO 2023 |
|---|---|---|---|---|---|---|---|---|---|---|
| SR-248: US-40 to Wyatt Earp Way | 18,000 | 18,000 | 19,000 | 19,000 | 19,000 | 17,000 | 20,000 | 19,000 | 20,000 | 11% |
| SR-248: Wyatt Earp Way to Comstock Drive | 17,000 | 17,000 | 18,000 | 18,000 | 18,000 | 16,000 | 19,000 | 18,000 | 19,000 | 12% |
| SR-248: Comstock Drive to SR-224 | 25,000 | 25,000 | 27,000 | 27,000 | 27,000 | 24,000 | 28,000 | 27,000 | 27,000 | 8% |
| Bonanza Drive | 3,600 | 3,800 | 3,900 | 4,000 | 4,000 | 3,600 | 3,900 | 3,900 | 4,000 | 11% |
| Deer Valley Drive: Bonanza Drive to Marsac Roundabout | 14,000 | 15,000 | 15,000 | 15,000 | 16,000 | 14,000 | 15,000 | 15,000 | 15,000 | 7% |

*Source: AADT Historical Traffic Data (UDOT, 2024a)*

Daily traffic counts on SR-248 show the pattern of travel demand throughout the day. Traffic data is collected by UDOT using permanently installed traffic counters. Data from the traffic counter near the Park City Ice Arena (towards the eastern limit of the study area) was analyzed for the 2023 year. Figure 3 shows the travel demand of an average day by the hour, comparing weekday and weekend traffic volumes. The volumes are fairly consistent throughout the day, between about 7 a.m. and 7 p.m., with the heaviest peak time between 2 p.m. and 7 p.m.

It should be noted that the Park City Ice Arena is located to the east of commercial core development along SR-248, likely capturing trips that are more regional in nature. UDOT's AADT reflects daily volumes reaching 27,000 trips where more commercial development exists to the west, as shown in Table 1 above; more locally based short trips.

Figure 3. 2023 SR-248 Average Hourly Traffic Volumes




*Source: AADT Historical Traffic Data (UDOT, 2023)*

## 2.1.2 Seasonal Traffic Patterns

While Park City's full-time population designates it as a rural community, it is visited by millions of people each year, according to data from the Park City Chamber of Commerce & Visitor's Bureau. This creates fairly predictable seasonal traffic patterns and seasonal variations in travel times. High traffic volume days can occur throughout the year, but due to the ski season and events such as the Sundance Film Festival, peak traffic days are consistently observed in the winter. Figure 4 shows the peak event or high-visitation days for the 2024/2025 calendar year, as defined by PCMC.

Figure 4. Park City's 2024/2025 Peak Day Calendar

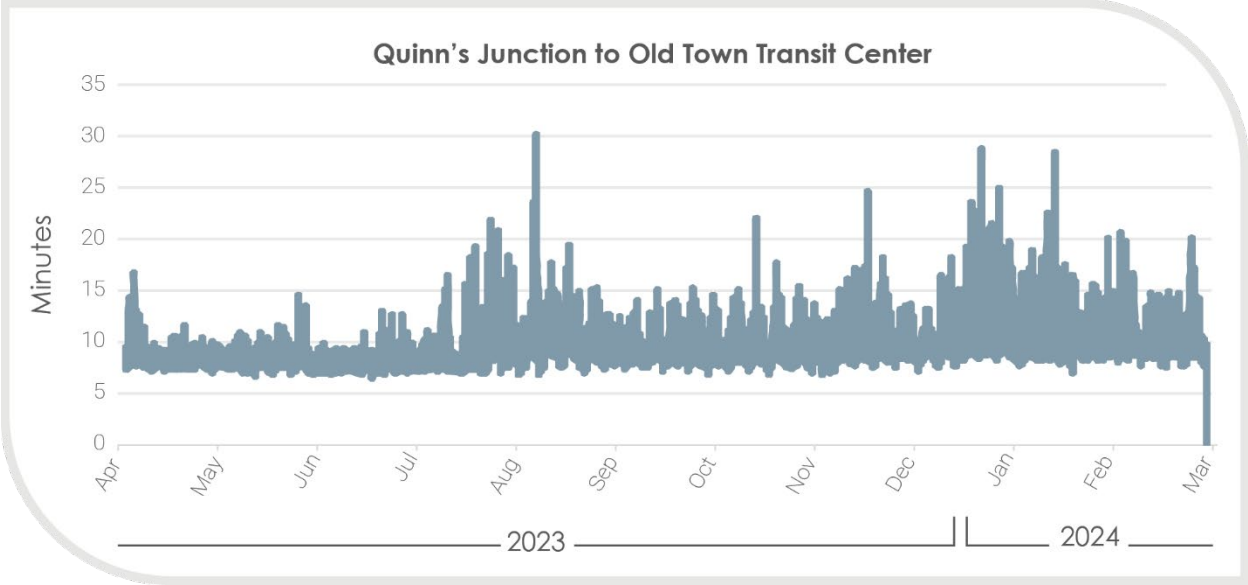

*Source: Park City Transit (PCMC, n.d.)*

Peak days that occur over the summer and fall seasons are associated with community events and include:

- Savor the Summit
- Fourth of July
- Extreme Cup Soccer Tournament
- Arts Festival
- Miners Day
- Halloween on Main

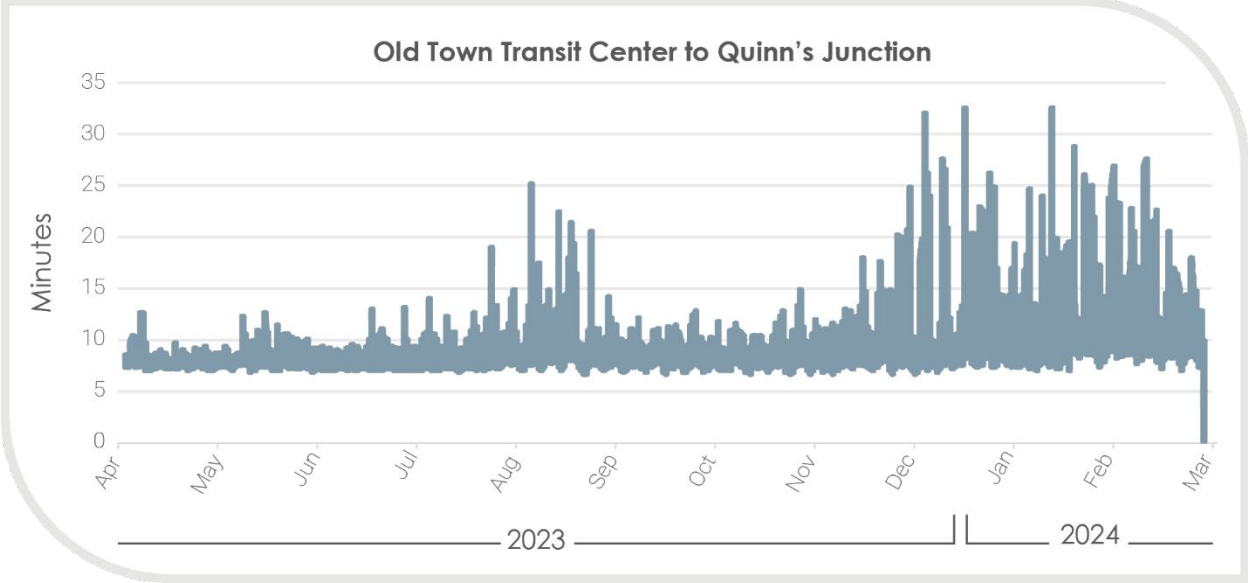
Due to high traffic volumes on peak days, travel times increase. The data platform, ClearGuide, was used to determine the fluctuation in average travel time (in minutes) on SR-248 from April 1, 2023, to March 31, 2024. The analysis included all trips between 7 a.m. and 7 p.m. each day, and travel times were calculated every 15 minutes over the 12-hour period for a total of 48 different travel times for each day. Figure 5 shows travel times from the OTTC to Quinn's Junction, and Figure 6 shows travel times in the opposite direction. Peak travel times are during the winter ski season and are compounded by winter holidays. Travelers experience additional delay on SR-248 primarily in December, January, and February, sometimes travel time from Quinn's Junction to OTTC takes as long as 33 minutes (Figure 6).

**Figure 5. Average Travel Times from Quinn's Junction to Old Town Transit Center**




*Source: ClearGuide Maps (Iteris, 2024)*

**Figure 6. Average Travel Times from Old Town Transit Center to Quinn's Junction**




*Source: ClearGuide Maps (Iteris, 2024)*

Table 2 shows the average travel time for inbound trips (from Quinn's Junction to OTTC) and outbound trips (from OTTC to Quinn's Junction) occurring between 7 a.m. and 7 p.m. Average travel times are given for the year (April 1, 2023, to March 31, 2024); winter months (January, February, and March); and summer months (June, July, and August).

**Table 2. Average Travel Time in Minutes for Inbound and Outbound Trips on SR-248**

| TIMEFRAME | QUINN'S JUNCTION TO OTTC AVERAGE TRAVEL TIME (MINUTES) | | | OTTC TO QUINN'S JUNCTION AVERAGE TRAVEL TIME (MINUTES) | | |
|---|---|---|---|---|---|---|
| | Year | Winter | Summer | Year | Winter | Summer |
| 7 a.m. to 7 p.m. | 9.2 | 10.4 | 8.7 | 8.8 | 10.3 | 8.2 |

Table 3 shows the peak AM/PM travel times for the year, winter, and summer (as defined above). The winter average is higher than the summer average and the annual average. Throughout the entire year, for the AM peak inbound traffic from Quinn's Junction to OTTC is always higher than AM outbound traffic, and for the PM peak outbound traffic, leaving OTTC and going to Quinn's Junction, is higher than PM inbound traffic.

**Table 3. Peak Travel Time for Inbound and Outbound on SR-248**

| PEAK HOUR | QUINN'S JUNCTION TO OTTC AVERAGE TRAVEL TIME (MINUTES) | | | OTTC TO QUINN'S JUNCTION AVERAGE TRAVEL TIME (MINUTES) | | |
|---|---|---|---|---|---|---|
| | Year | Winter | Summer | Year | Winter | Summer |
| AM | 10.5 | 13.0 | 9.3 | 8.5 | 9.7 | 8.0 |
| PM | 8.8 | 9.7 | 8.3 | 10.3 | 14.2 | 8.8 |

### *2.1.2.1 Days with the Longest Average Travel Time*

Table 4 shows the 100 days with the highest average travel times selected from the 7 a.m.–7 p.m. analysis. The table shows how many of the 100 days are in each month of the year. If a month is not listed, it means there were no days with top 100 travel times in that month.

**Table 4. Sum of Averages for the 100 Days with Highest Average Travel Times**

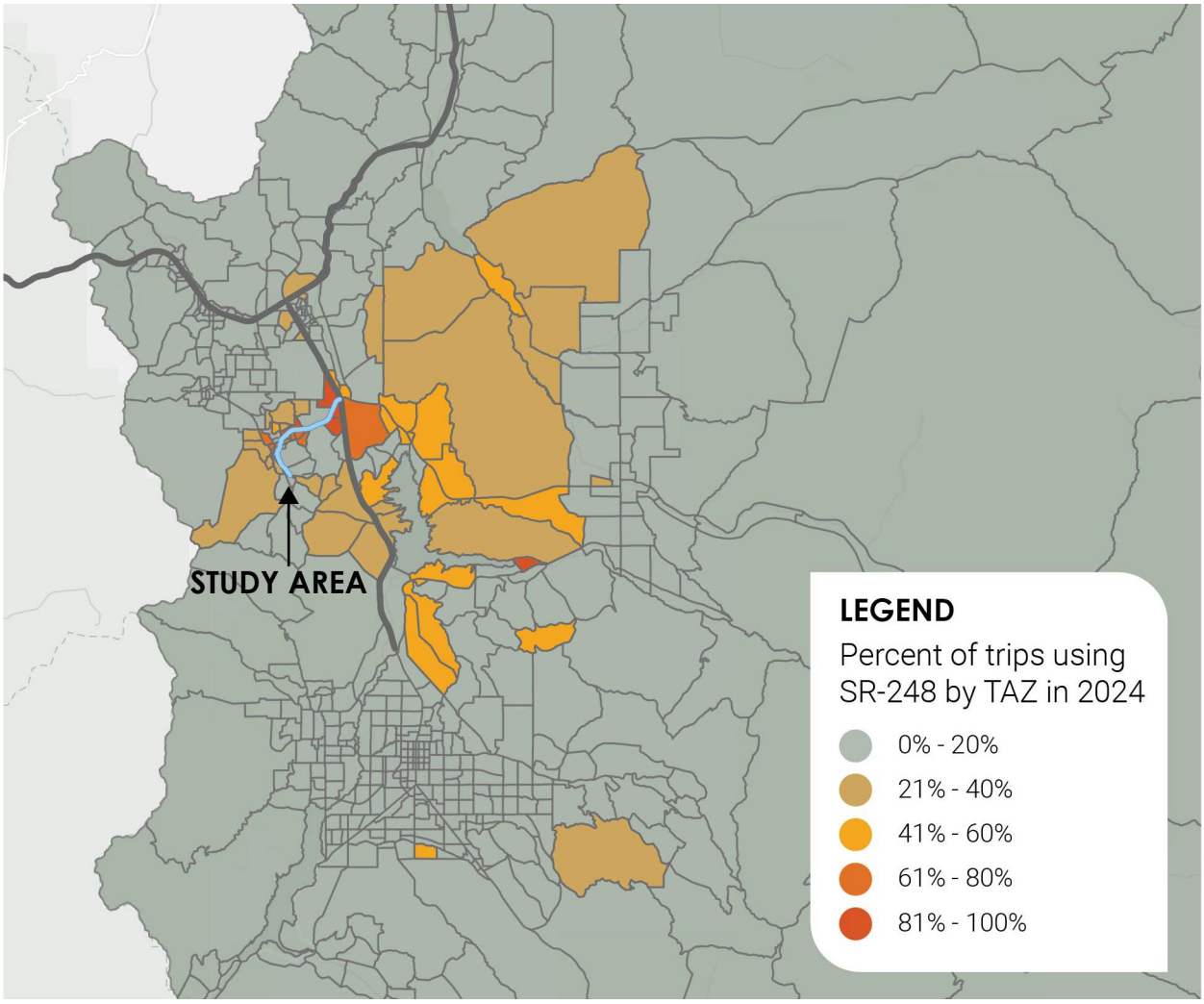
| MONTH | OTCC TO QUINN'S JUNCTION, NUMBER OF DAYS PER MONTH | QUINN'S JUNCTION TO OTCC, NUMBER OF DAYS PER MONTH |
|---|---|---|
| Jan | 18 | 22 |
| Feb | 25 | 20 |
| Mar | 27 | 18 |
| Jul | - | 2 |
| Aug | 13 | 18 |
| Sep | 1 | 4 |
| Oct | - | 2 |
| Nov | - | 2 |
| Dec | 16 | 12 |

## 2.1.3 Existing and Projected Origin/Destination

*Figure 7 and Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

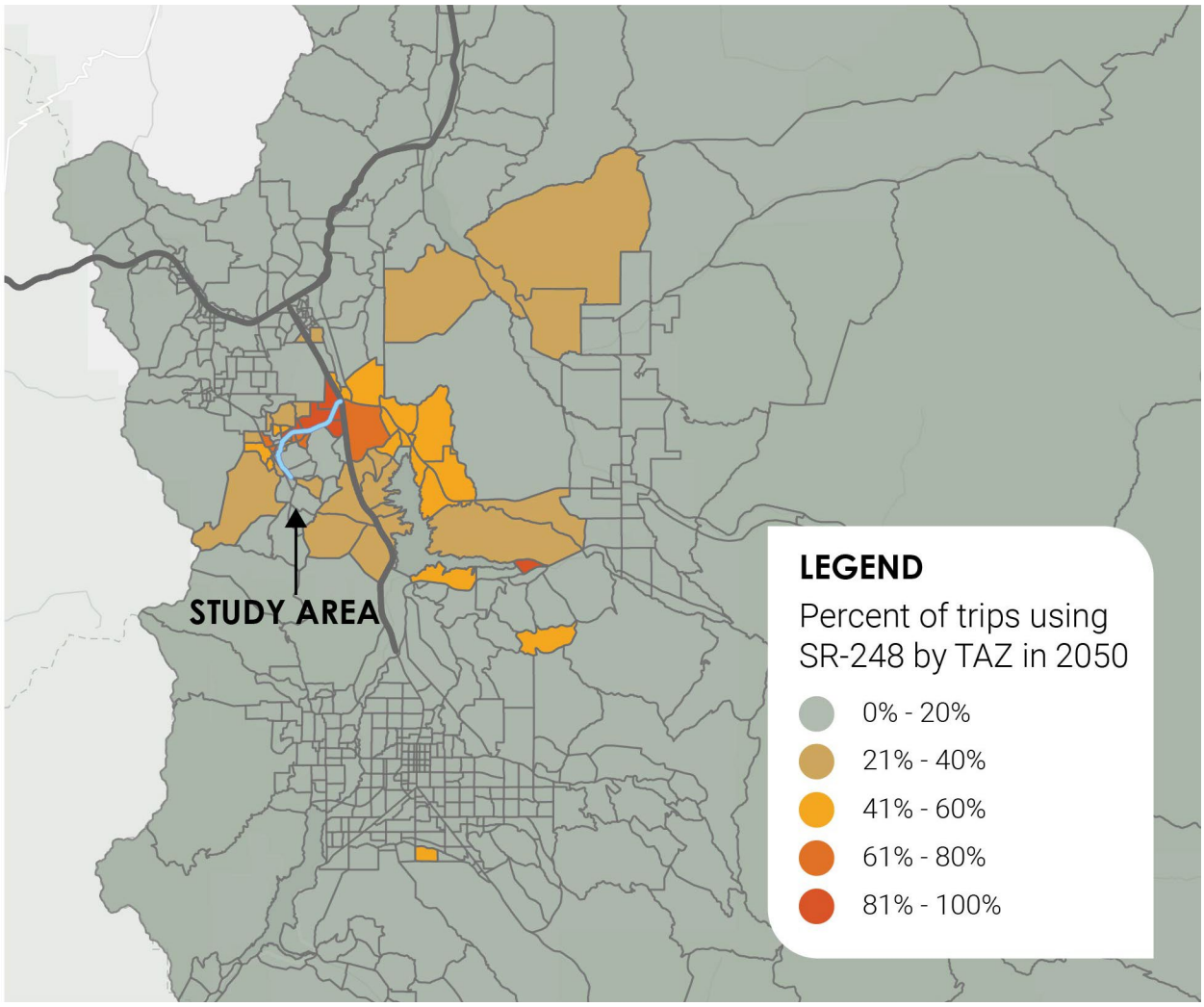
Figure 8 show the percentage of vehicle trips, delineated by traffic analysis zones (TAZs), that use corridors in the SR-248 study area while traveling for the winter season in the years 2024 and 2050, respectively. TAZs are based on census tracts and are customized in the regional travel demand model to best reflect the geography and land use of an area for the purposes of understanding current traffic conditions and forecasting future ones. The data in Figures 7 and 8 are similar, but there is some change in travel behavior over time. By 2050 there is a minor reduction in the number of trips that begin or end farther away from SR-248, as seen in Heber and west of Kamas.

**Figure 7. Percentage of Winter (2024) Trips by TAZ that Utilize Corridors in the Study Area**




*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

Figure 8. Percentage of Winter (2050) Trips by TAZ that Utilize Corridors in the Study Area




*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

## 2.1.4 Trip Ends that Could be Served by Transit

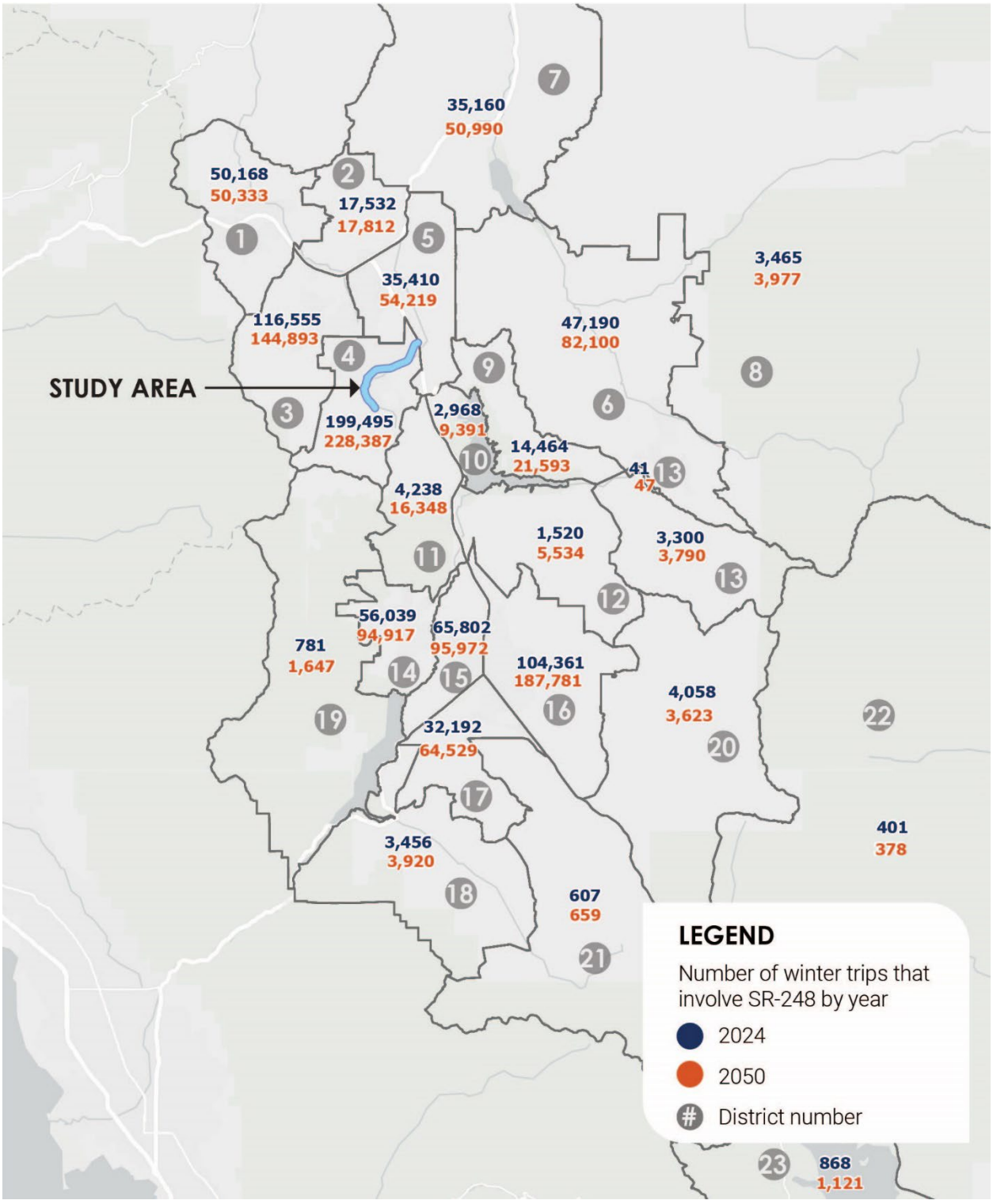
The TAZs with the highest number of vehicle trips are the Park City and Kimball/Snyderville Basin TAZ areas, around Park City, and from the central Heber area. Each of these areas are forecasted to experience a large increase in vehicular trips by 2050. Trips from Midway are also expected to increase by 70%.

The regions these TAZs are in are served by transit service that could make shifting travel to public transportation a viable and efficient option. Regular transit service includes Park City Transit (PCT) bus lines running on SR-248 and serving the larger commercial area. High Valley Transit (HVT) operates the Wasatch Back Connector, providing daily service between Park City and Heber with stops at Fresh Market and the Park Avenue condos in Park City and at the Smith's grocery store, Walmart, and Heber Valley Hospital in Heber.

## 2.1.5 Future Traffic Volumes on SR-248

Figure 9 shows average winter volumes for the years 2024 and 2050 by regional districts, each of which includes multiple TAZs. Within the traffic analysis area of Summit and Wasatch County, trips that include SR-248 are projected to increase by 43% in 2050 from 800,000 to just under 1,145,000 according to the WFRC-MAG Travel Demand Model. This will be in addition to the majority of trips into Park City that come from regional and out-of-state visitors as well as short-term visitors from the Salt Lake Valley.

Figure 9. Average Winter Traffic Volumes in 2024 and 2050 that Utilize SR-248




*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

Table 5 shows change in traffic volumes and the percent increase by TAZ district.

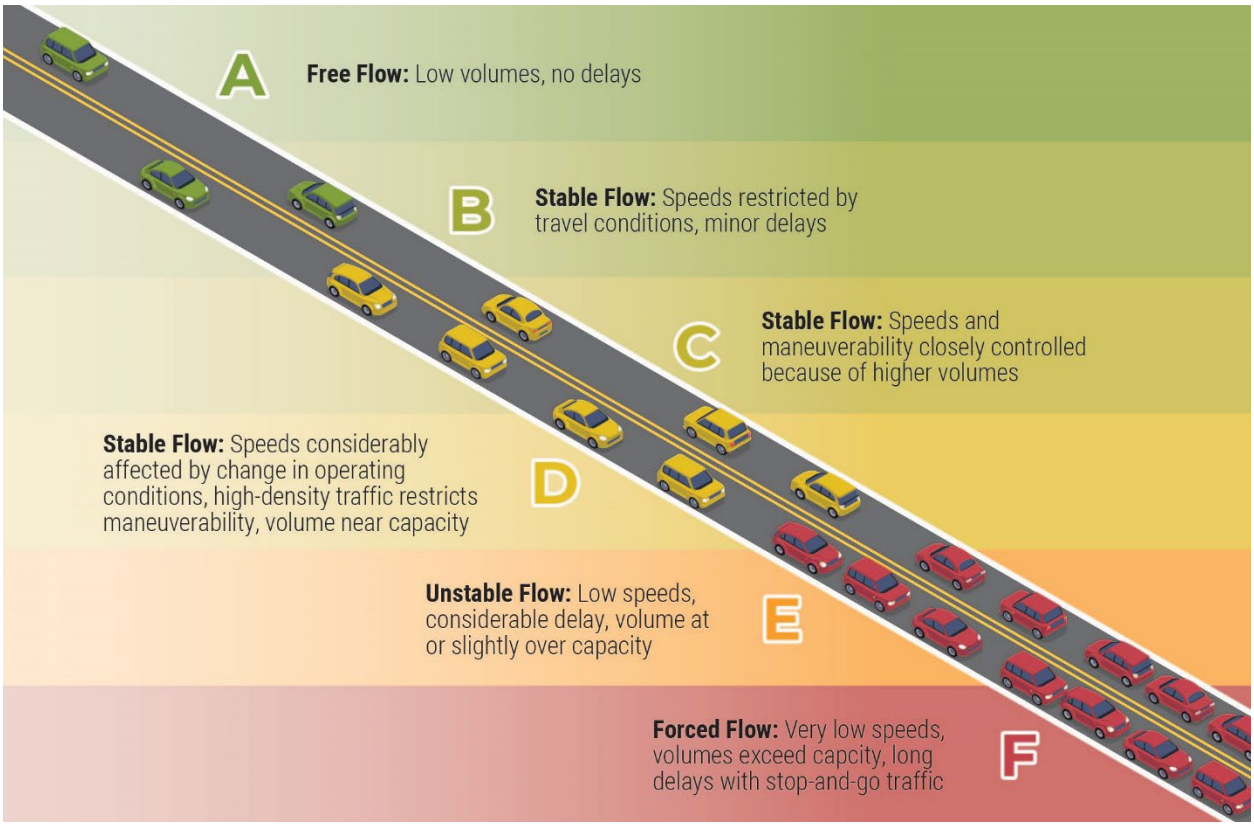
**Table 5. Percent Increase in Traffic Volumes by TAZ (2024 and 2050)**

| DISTRICT | NAME | 2024 | 2050 | INCREASE |
|---|---|---|---|---|
| 1 | Sum Jer Pine | 50,168 | 50,333 | 0% |
| 2 | Silver Creek | 17,532 | 17,812 | 2% |
| 3 | Kimball Snyder | 116,555 | 144,893 | 24% |
| 4 | Park City | 199,495 | 228,387 | 14% |
| 5 | Highland Promontory | 35,410 | 54,219 | 53% |
| 6 | South Summit (1) | 47,190 | 82,100 | 74% |
| 7 | North Summit | 35,160 | 50,990 | 45% |
| 8 | Uintas | 3,465 | 3,977 | 15% |
| 9 | Hideout | 14,464 | 21,593 | 49% |
| 10 | Jordanelle West | 2,968 | 9,391 | 216% |
| 11 | Deer Valley East | 4,238 | 16,348 | 286% |
| 12 | Victory Ranch | 1,520 | 5,534 | 264% |
| 13 | Woodland | 3,300 | 3,790 | 15% |
| 13 | South Summit (2) | 41 | 47 | 15% |
| 14 | Midway | 56,039 | 94,917 | 69% |
| 15 | Heber West | 65,802 | 95,972 | 46% |
| 16 | Heber East | 104,361 | 187,781 | 80% |
| 17 | Daniel | 32,192 | 64,529 | 100% |
| 18 | Round Valley | 3,456 | 3,920 | 13% |
| 19 | Deer Creek, State Parks | 781 | 1,647 | 111% |
| 20 | Timberlakes | 4,058 | 3,623 | -11% |
| 21 | Daniels Summit | 607 | 659 | 9% |
| 22 | Currant Creek | 401 | 378 | -6% |
| 23 | Strawberry | 868 | 1,121 | 29% |

## 2.1.6 Level of Service and Seasonal Variation on SR-248

Level of Service (LOS) is one method of measuring the quality of traffic operations on a segment of road. LOS is a rating system that assigns letters A-F to different road conditions and is one tool for measuring performance and predicting future operational capacities. Free flowing traffic and traffic that experiences minimum travel delay is assigned a letter A, B, or C. Letter D indicates stable but restricted traffic flow, letter E implies there are too many vehicles on a road segment at once for the capacity the road was designed to accommodate, and letter F indicates the road is failing and there are long traffic delays. On roadway corridors that resemble urban environments and may support commercial activity like SR-248, an LOS C or D is considered acceptable. LOS is also expressed as a number (the result of an equation that measures roadway vehicle volumes against roadway capacity, or v/c), where anything above 1 is considered failing. Figure 10 further explains LOS.

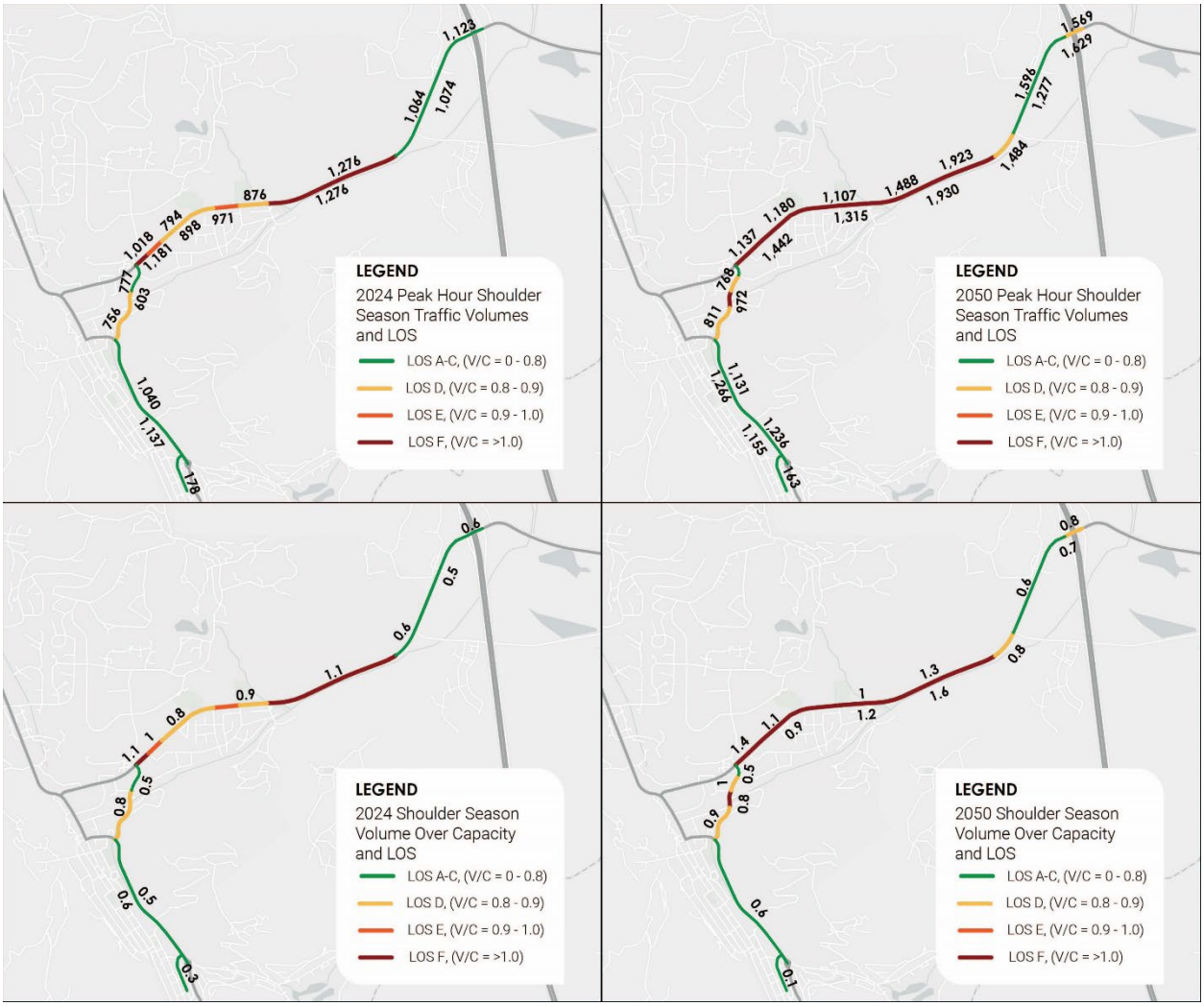
**Figure 10. Level of Service (LOS) Rating System**




Currently, the study area experiences LOS D, E, and F from the intersection of Bonanza Drive and Deer Valley Drive to slightly west of Richardson Flat Road on the eastern end of the study area. Traffic delay and congestion are forecast to increase through 2050, and most of SR-248 from Bonanza Drive to Richardson Flat Drive will operate at LOS F in both directions. However, Deer Valley Drive will continue to have free flowing traffic. These future traffic conditions are forecast for the busier winter season and the shoulder seasons (off-peak travel seasons) in the spring and fall. Figure 11 and Figure 12 show traffic volumes and LOS for the 2024 and 2050.

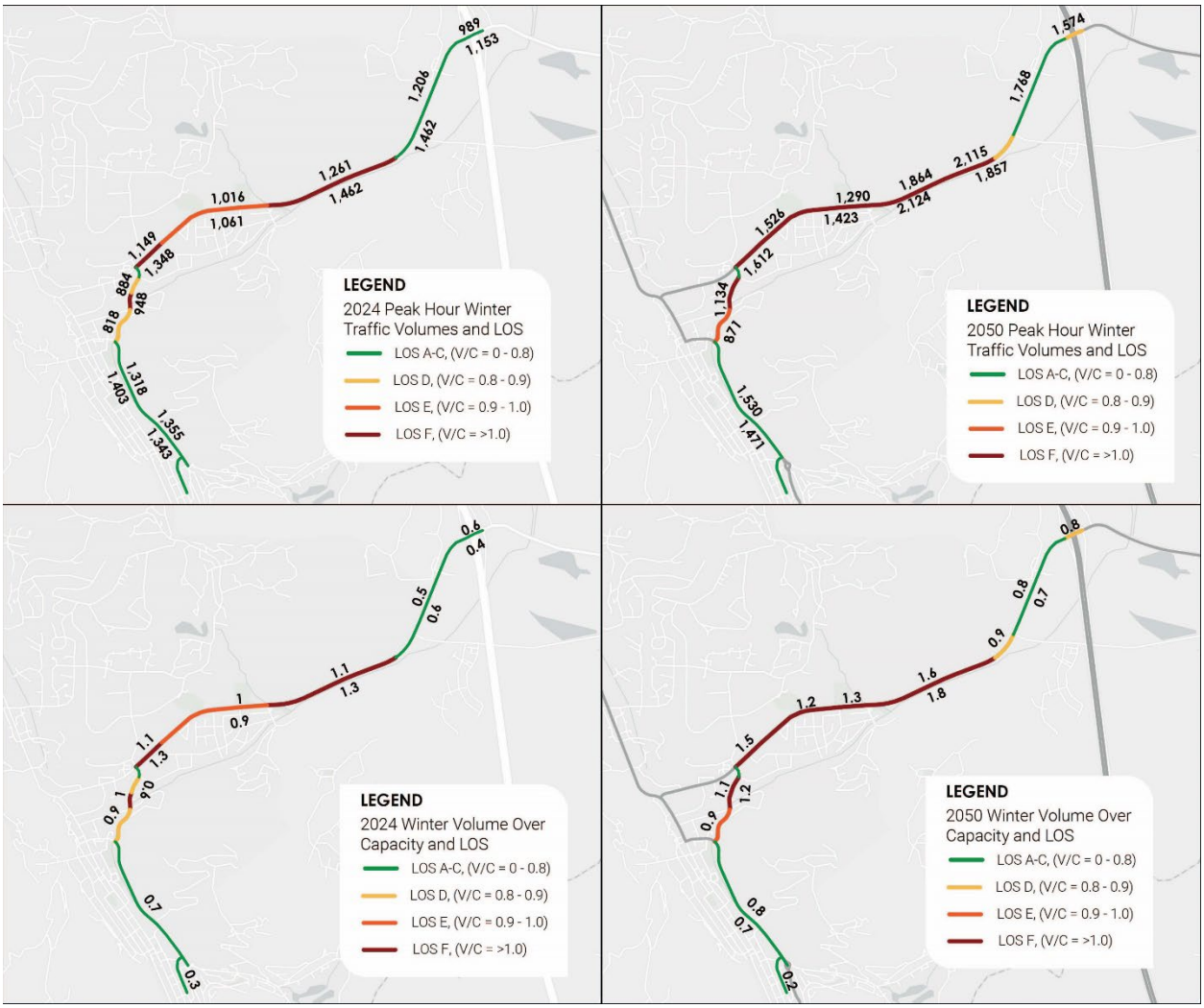
Figure 11 indicates LOS of PM peak hour during shoulder season (non-peak season), and the average LOS during shoulder season. Figure 12 shows the same analysis during peak season (winter).

**Figure 11. Shoulder Season (Off-Peak) LOS for 2024 and 2050**




*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

Figure 12. Winter Season (Peak) LOS for 2024 and 2050




*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

# 2.2 EXISTING (2024) AND FUTURE (2050) ROADWAY CONDITIONS

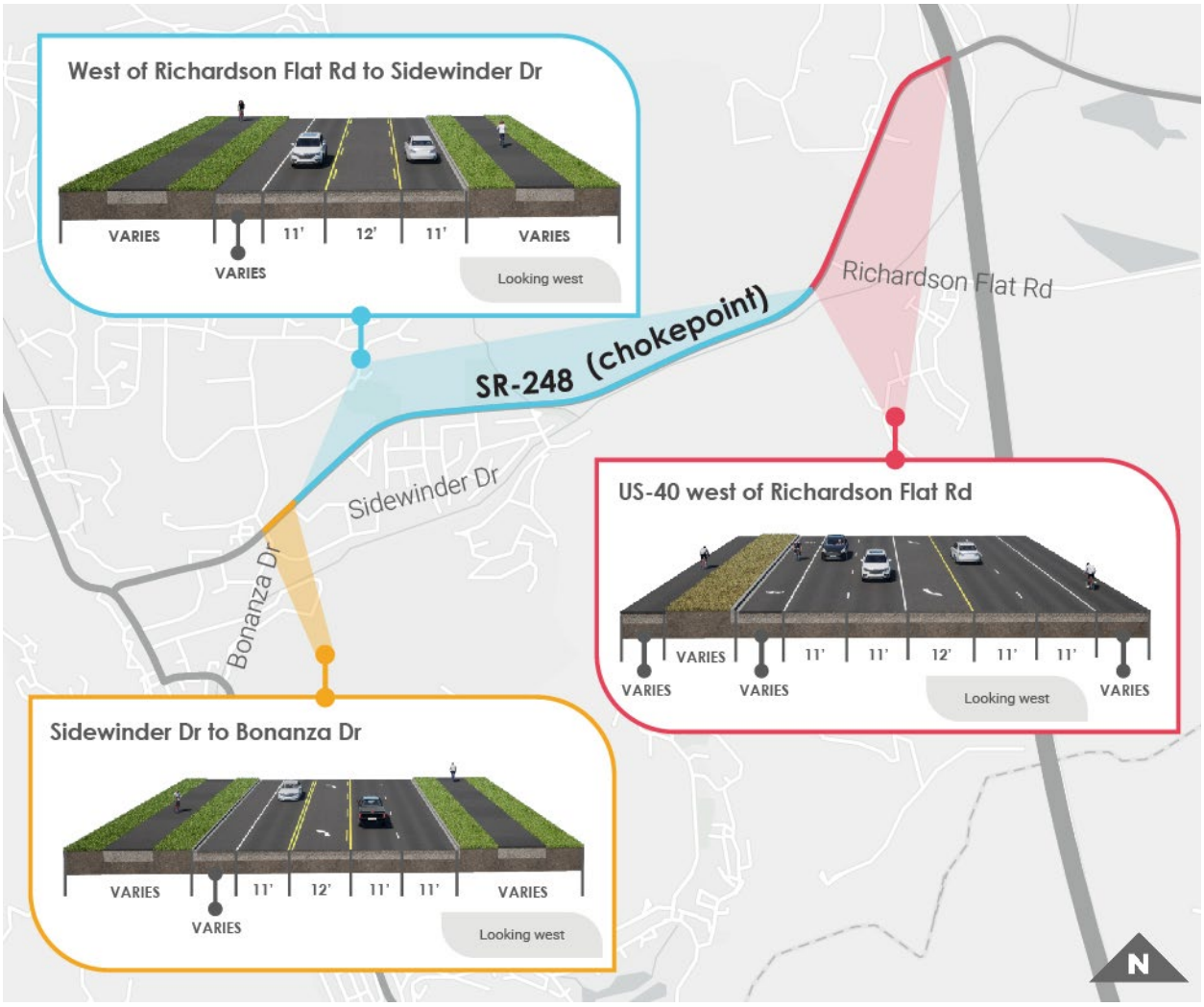
## 2.2.1 Existing (2024) Roadway Conditions

### *2.2.1.1 SR-248*

SR-248 is a principal arterial that accommodates inter-regional travel while providing direct access to adjacent land uses, commercial nodes, and neighborhoods. SR-248 is the only east-west connection into Park City from the region, is owned and maintained by UDOT, and sees some of the heaviest traffic volumes in Summit County. The existing right-of-way between US-40 and Bonanza Drive varies in width and number of travel lanes (Figure 13).

Based on the UDOT Speed Limit 2021 dataset, the posted speed limit on SR-248 is 35 miles per hour (mph) on the west end of the corridor, increases to 50 mph from Wyatt Earp Way and Round Valley Drive, and decreases to 45 mph on the east end of SR-248. The varied cross-section exacerbates travel time delays on SR-248, particularly during peak days, as travelers are forced to merge down to one lane westbound at the "chokepoint" at Richardson Flat Road (Figure 13). The chokepoint exists today due to the Rail Trail and wetland resources on the south side, and steep topography on the north side. While PCT buses are permitted to use the shoulders to operate buses and bypass traffic at peak times, shoulders are not consistent along the entire corridor to the OTTC, reducing their effectiveness in facilitating on-time transit performance. Additionally, shoulders are rendered obsolete some of the time as broken-down vehicles, snow storage during weather events, and speed limitations for shoulder-running buses (a UDOT-PCMC operating agreement dictates buses may only travel 15 mph over stopped traffic) add to the reduced reliability and access of the shoulder facility for transit.

**Figure 13. Varied Transit Cross-section Exacerbates Travel Time Delays**



#### 2.2.1.2 Bonanza Drive

Bonanza Drive is a minor arterial with one through travel lane in each direction, a center lane with turn lanes at strategic intersections/accesses, and landscaped center medians. Travel lanes are about 12 feet wide, and the shoulders on each side of the corridor vary in width from 4 feet to 8 feet. The shoulder functions as a bike lane and changes to a right-turn lane at intersections. The posted speed limit is 25 mph. This corridor provides access to the Bonanza District, which encompasses day-to-day retail, office, commercial, light industrial, and municipal services with hotels and restaurants as well as a direct connection to Deer Valley Drive that bypasses the heavy traffic movements seen at the Deer Valley Drive and SR-224 intersection just to the northwest.

#### 2.2.1.3 Deer Valley Drive

Deer Valley Drive is a principal arterial with two lanes in each direction and a center turn lane. Travel lanes are about 12 feet wide, and 4-foot shoulders are typical. The posted speed limit is 35 mph from Bonanza Drive then increases to 40 mph and changes to 25 mph as it gets closer to the OTTC. This corridor provides direct access to the OTTC.

Both Bonanza Drive and Deer Valley Drive have limited right-of-way, with Silver Creek and a paved trail running along the west side and a steep hillside on the east. The northern segment of Bonanza Drive passes through a fully developed area, restricting the potential for right-of-way changes.

### 2.2.2 Future (2050) Roadway Conditions

Utah's Unified Transportation Plan 2023-2050, a compilation overseen by UDOT, of all major state agency plans identifies SR-248 for roadway upgrades between US-40 and SR-224. These upgrades include capacity improvements, enhancements for transit, and bicycle and pedestrian shoulder improvements. Additionally, the plan designates this corridor as the core route for the proposed future Wasatch County Transit Center. Park City Forward 2022 has identified the SR-248 corridor for a corridor mobility improvement and transit corridor study.

An interactive map depicting detailed information about Utah's Unified Transportation Plan 2023-2050 planned roadway improvements can be found here.

An additional summary of relevant plans and studies for Re-create 248 can be found in section 5 below.

### 2.2.3 Planned Transportation Improvements

Several transportation infrastructure improvements have been identified in the study area that aim to improve mobility and multimodal connectivity. Table 6 displays a list of near-term projects that could potentially have a direct or indirect influence on Re-create 248 and will be taken into account as alternatives are developed, evaluated, and refined.

Table 6. Planned Transportation Improvements (Near-term)

| PROJECT | TYPE | TIMELINE | DESCRIPTION | POTENTIAL INFLUENCE |
|---|---|---|---|---|
| SR-224 Bus Rapid Transit | Design | 2024-2025 | Summit County and HVT are advancing the design of dedicated BRT lanes on SR-224 from Kimball Junction to the OTTC, utilizing SR-224 and Deer Valley Drive. | A Re-create 248 transit solution will need to be developed to interface with the SR-224 BRT to provide a seamless and convenient service to users. |
| US-40 & SR-248; Interchange Improvements | Construction | Fall 2024 | UDOT is overseeing this construction project that will improve the interchange area to include new pedestrian ramps and sidewalks, a new traffic signal, and new signage. | One additional lane will be added to SR-248 at the interchange to access US-40 westbound and may influence travel patterns and travel times in this area. |
| Deer Valley Drive Resurfacing | Construction | 2026 | This is a resurfacing project of Deer Valley Drive from SR-224 to the Marsac Roundabout. | The cross section will remain the same for now; depending on what solution is determined from the Intersection Control Evaluation (ICE) study at the Marsac Roundabout, some of those elements could be included in this project. |

# 2.3 EXISTING AND FUTURE TRANSIT SERVICES AND FACILITIES

## 2.3.1 Existing Transit Conditions

Both PCT and HVT operate six bus routes on the corridor today plus two additional winter routes (providing direct service from the Richardson Flat Park and Ride to Deer Valley and Park City Mountain Resort) for a total of eight routes (Figure 14). Bus service and frequency of routes change based on the season to account for high visitation patterns during the winter season and to accommodate special events.

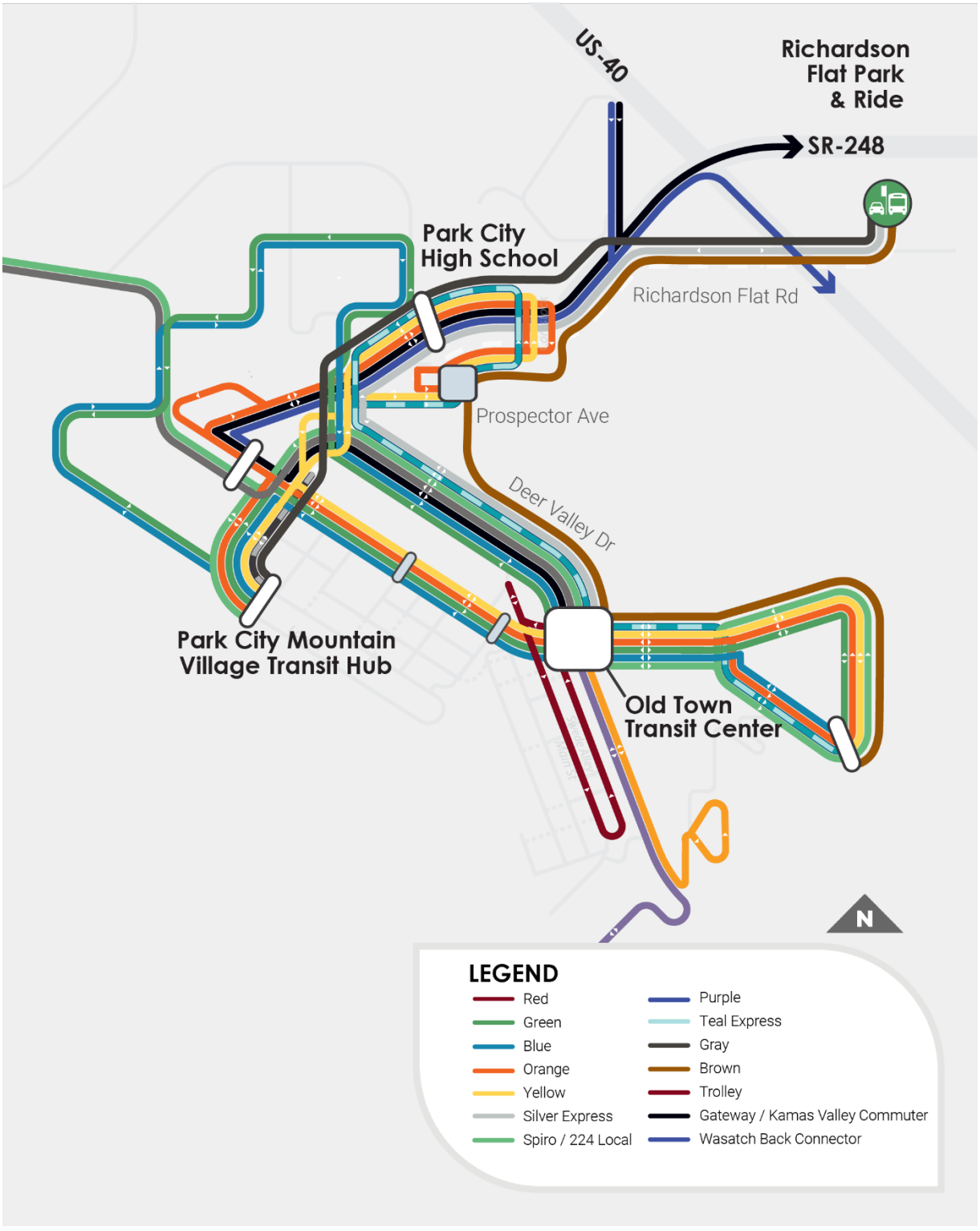
Several of PCT's transit routes provide service in the study area. The bus route that follows the greatest length of the study area corridor is the Silver (route number 6) operating between the Richardson Flat Park and Ride and the OTTC. Over the 2023-2024 winter season, Park City also ran bus lines Grey (route number 7) and Brown (route number 8) to the Richarson Flat Park and Ride to support the higher demand for transit service during the busy ski season. The Silver route goes to Main Street, the Grey route to Park City Mountain Resort, and the Brown route to Deer Valley. Each bus runs 20-minute frequencies during the winter and the year-round Silver bus has 40-minute frequencies in the spring, summer, and fall.

HVT operates the Gateway/Kamas Valley Commuter (route number 102) daily from 6:15 a.m.–8:56 a.m. and 4:15 p.m.–6:56 p.m. and the Wasatch Back Connector (route number 106) from 6:30 a.m.–10:36 a.m. and 4:00 p.m.–7:36 p.m., both utilizing SR-248. The Gateway/Kamas

Commuter connects commuters from Kamas to the OTTC, stopping at the Park City Hospital, Park City High School, and several stops along the western SR-248 corridor to serve the commercial district. The Gateway/Kamas Commuter then utilizes southbound SR-224 to connect to the OTTC. The Wasatch Back Connector connects commuters from the Heber Valley to the Heber Valley Hospital, serving the Park City Hospital and bus stops along SR-248 and then terminating at the Fresh Market bus stop on SR-224.

These buses used general purpose travel lanes, at most times, while also utilizing the roadway shoulders (only currently existing on SR-248 from Wyatt Earp Drive to US-40) during the 2023-2024 winter season. The location and traffic conditions were factors in determining when and where to run a bus on the shoulder. The strategy to run buses on the shoulders is allowed under an agreement between PCMC and UDOT, but must limit travel speeds to 15 mph.

Figure 14. PCT and HVT Local and Regional Bus Routes




Source: Park City Transit (PCMC, n.d.)

Table 7 lists bus routes and the frequency of each service.

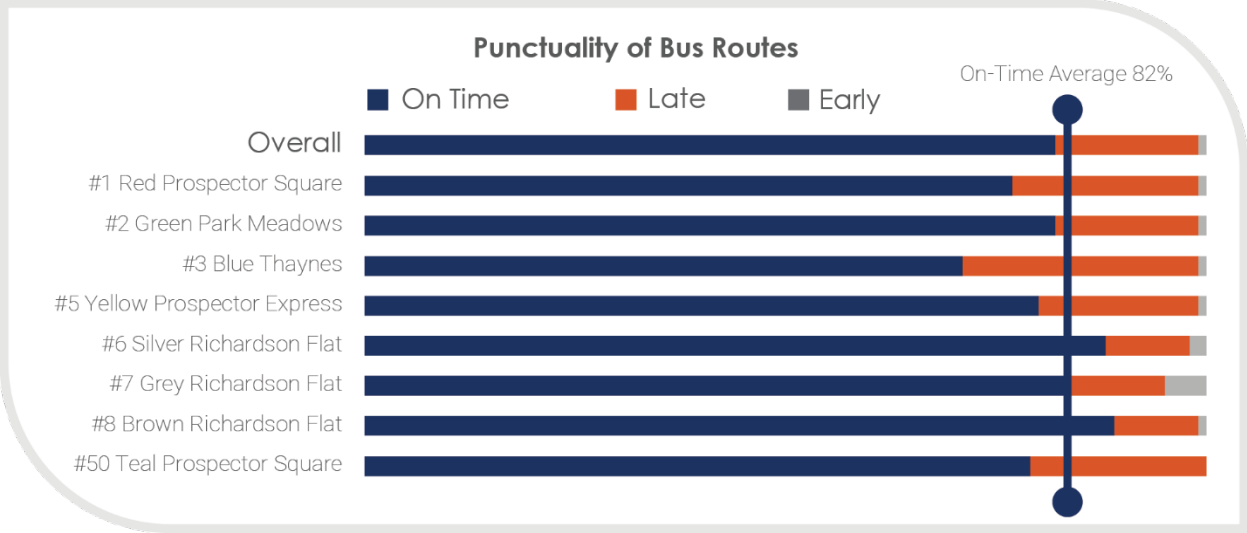
**Table 7. Bus Routes and Frequency**

| ROUTE NUMBER AND NAME | | FREQUENCY IN MINUTES | |
|---|---|---|---|
| | | Spring/Summer/Fall | Winter |
| **Park City Transit** | | | |
| 1 | Red, Prospector Square to Deer Valley Resort | 30 | 30 |
| 2 | Green, Park Meadows/Thaynes Canyon to Deer Valley Resort | 30 | 30 |
| 3 | Blue, Thaynes Canyon/Park Meadows to Deer Valley Resort | 30 | 30 |
| 5 | Yellow, Prospector Square to Deer Valley Resort | 30 | 30 |
| 6 | Silver, Richardson Flat Park & Ride-Main Street Express | 40 | 20 |
| 7 | Grey, Richardson Flat | N/A | 20 |
| 8 | Brown, Richardson Flat | N/A | 20 |
| 50 | Teal, Prospector Square to Deer Valley Express | 30 | 30 |
| **High Valley Transit** | | | |
| 102 | Gateway/Kamas Valley Commuter | 60 | 60 |
| 106 | Wasatch Back Connector | 60 | 60 |

### *2.3.1.1 Transit Performance*

In 2023, the PCT's average overall on-time performance for buses was 82%. The Silver, Grey, and Brown routes had higher on-time averages compared to the city-wide collective average. However, it should be noted that the Brown and Grey buses did not start running until the end of 2023, and data is limited. Figure 15 shows each bus route's on-time performance.

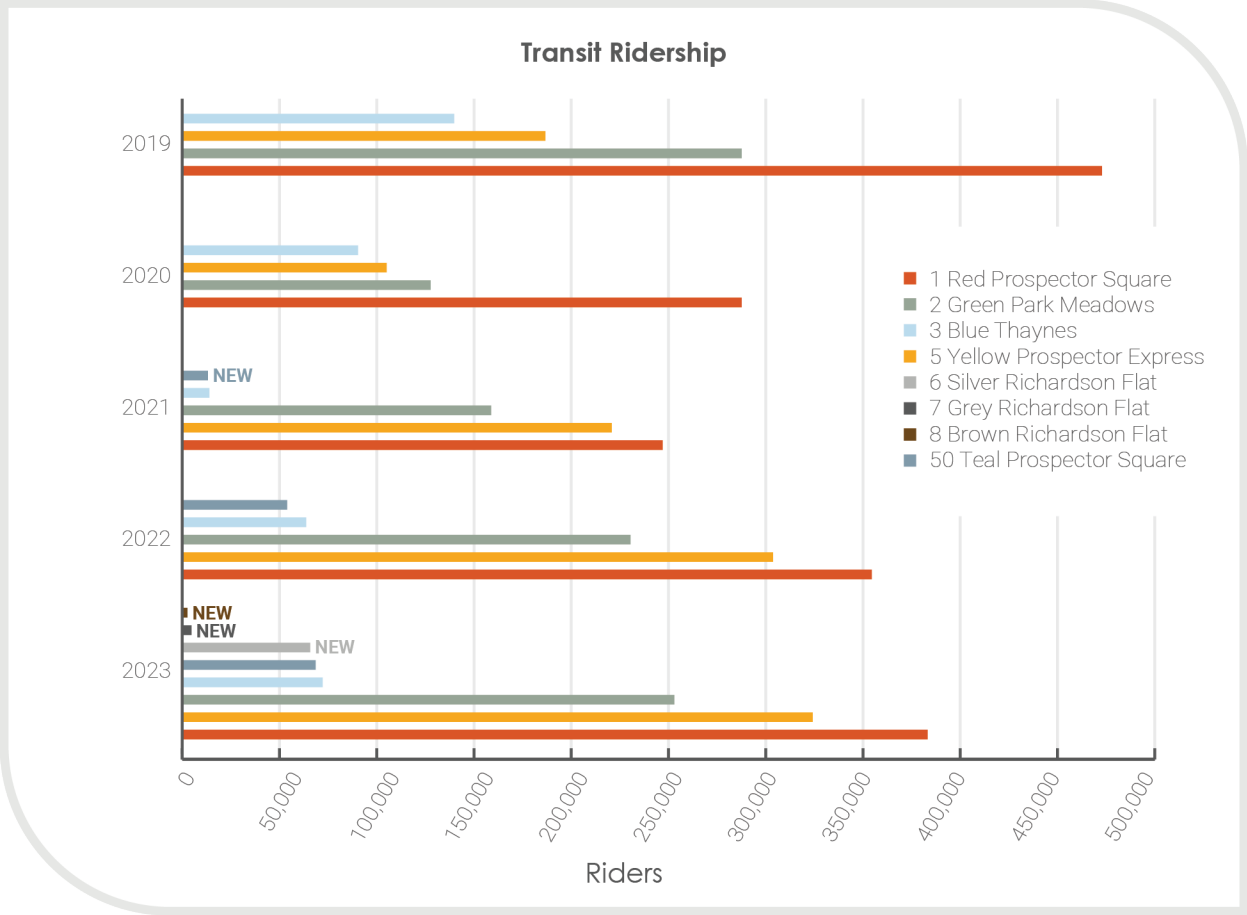
**Figure 15. PCT 2023 Annual Transit Performance**




*Source: Annual Transit Performance Statistics (PCMC, 2023a)*

In 2023, some bus routes had lower ridership than in 2019, before the start of the COVID-19 pandemic, but others had ridership above 2019 levels. The Grey and Brown bus routes began service at the end of 2023, so data on ridership numbers is limited. The Silver route, although running year-round since 2022, also has lower ridership compared to several other bus routes. One reason is that the ridership levels are directly connected to the Richardson Flat Park and Ride and the utilization of its 742 parking spaces. Figure 16 shows ridership levels by year from 2019 to 2023.

Figure 16. PCT's 2023 Annual Transit Performance




*Source: Annual Transit Performance Statistics (PCMC, 2023a)*

### 2.3.1.2 Transit Ridership

Table 8 shows boardings, alightings (people exiting the bus), and total number of transit riders using each bus stop along the study area corridors between the OTTC and the Richardson Flat Park and Ride from January 1, 2023, through October 9, 2024. The OTTC is the busiest stop, with the largest number of boardings and alightings. Park City High School's inbound bus stop is the second busiest, followed by Richardson Flat Park and Ride. Four of the 16 bus stops are adjacent to the study area corridor but not located along it. These four stops are found on SR-248 between Bonanza Drive and SR-224.

Table 8. Bus Stops from Old Town Transit Center to Richardson Flat Park and Ride (January 1, 2023 through October 9, 2024)

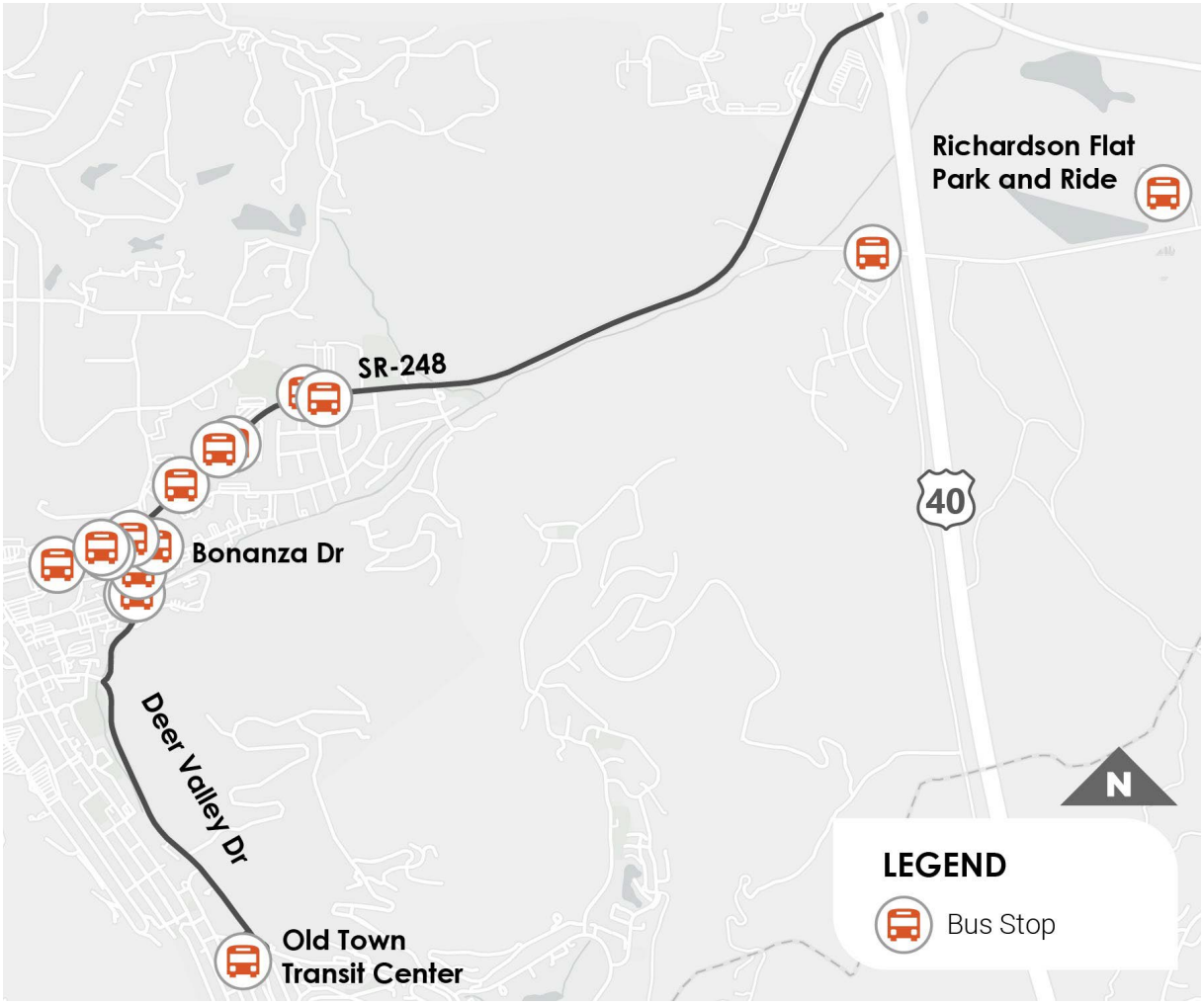
| NAME | BOARDINGS | ALIGHTINGS | TOTAL RIDERS |
|---|---|---|---|
| Old Town Transit Center | 447,743 | 525,454 | 973,197 |
| Ironhorse Inbound | 23,664 | 7,406 | 31,070 |

| NAME | BOARDINGS | ALIGHTINGS | TOTAL RIDERS |
|---|---|---|---|
| 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 SR-248 between Bonanza Dr and SR-224, not within the study area portion of the corridor, but approximate to it and within walking distance. | | | |

*Source: Annual Transit Performance Statistics (PCMC, 2023a)*

Between the OTTC and Richardson Flat Park and Ride, the majority of the bus stops are located along SR-248 and Bonanza Drive. This area has a high concentration of destinations including places of employment, medical resources, schools, and grocery stores. Figure 17shows the location of bus stops in the study area corridor and Richardson Flat Road and the Park and Ride as well as the four that are adjacent to the study area corridor but not on it.

Figure 17. Bus stops along and adjacent to the study area corridor

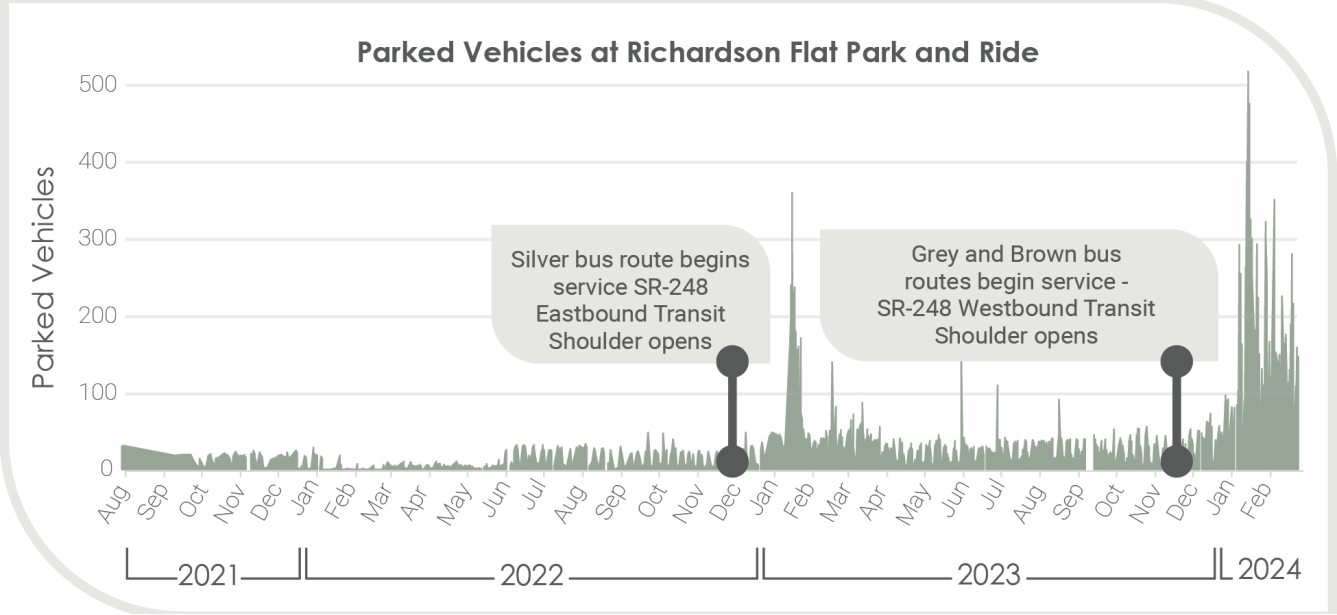



*Source: Annual Transit Performance Statistics (PCMC, 2023a)*

### *2.3.1.3 Park and Ride Lots*

PCMC has adopted and advanced several strategies focused on travel demand management and providing attractive and convenient multimodal options for those accessing town. One of these strategies is to increase satellite parking lots (also called park and rides) outside of town and connect them to destinations with frequent and high-quality transit. The existing park and ride lot that is currently serving the SR-248 corridor is the Richardson Flat Park and Ride. This lot was originally built to serve the 2002 Olympics and has historically been activated for special events. Most recently, in 2021, PCT began servicing the lot with regular and frequent bus service, activating it as a year-round satellite parking facility. Richardson Flat Park and Ride has 742 parking stalls and is free to use. As bus service frequency was increased from 2021 to 2023 with the Grey and Brown bus routes servicing the lot, utilization increased (Figure 18).

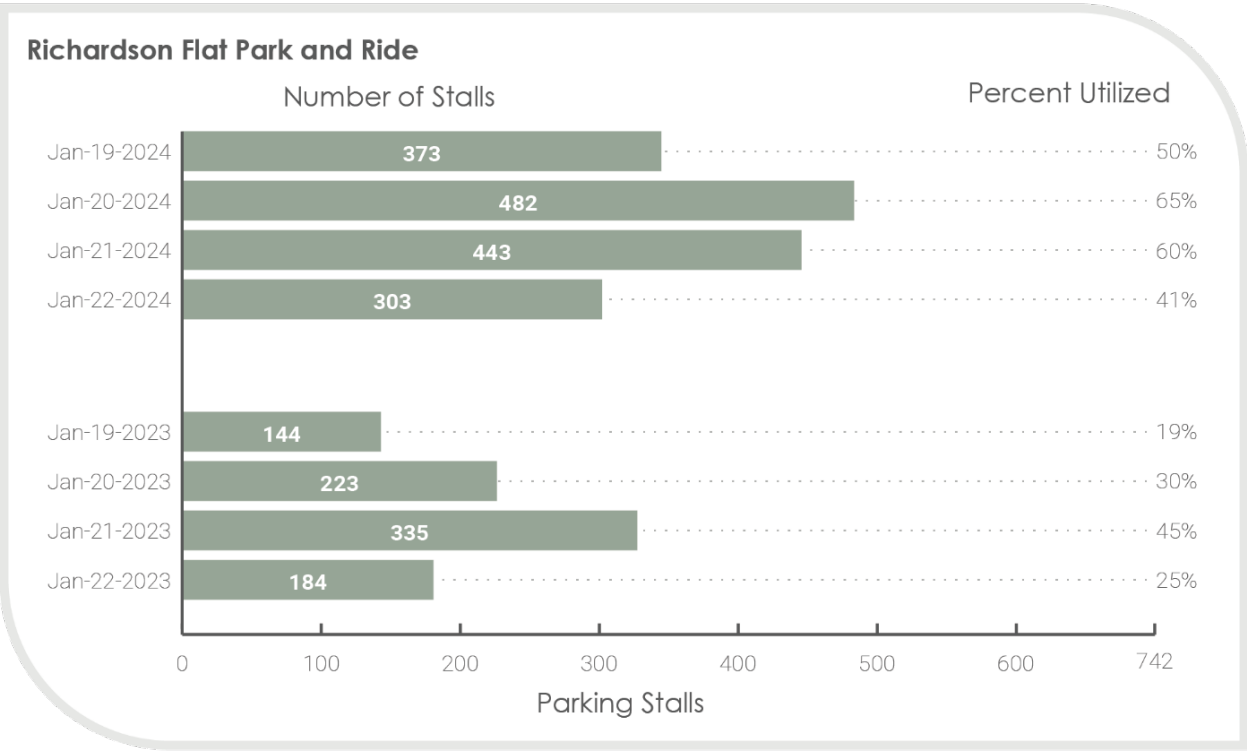
**Figure 18. Richardson Flat Park and Ride Utilization**




*Source: Annual Transit Performance Statistics (PCMC, 2023a)*

While usage has increased at the Richardson Flat Park and Ride since regular transit service was activated (Figure 19), the location of this lot may not be intuitive to travelers. Those who live in the region and utilize it regularly are familiar with how to access it; however, those who visit less frequently may not have knowledge of it. The lot is difficult to see from regional routes and is out of direction for many to access via Richardson Flat Road. Section 5.1 below outlines PCMC's underway Regional Park and Ride Feasibility Study, which may recommend additional or alternative park and ride sites on or near SR-248. This information will be incorporated during the Re-create 248 Transit Study to inform alternatives, alignments, and potential station locations.

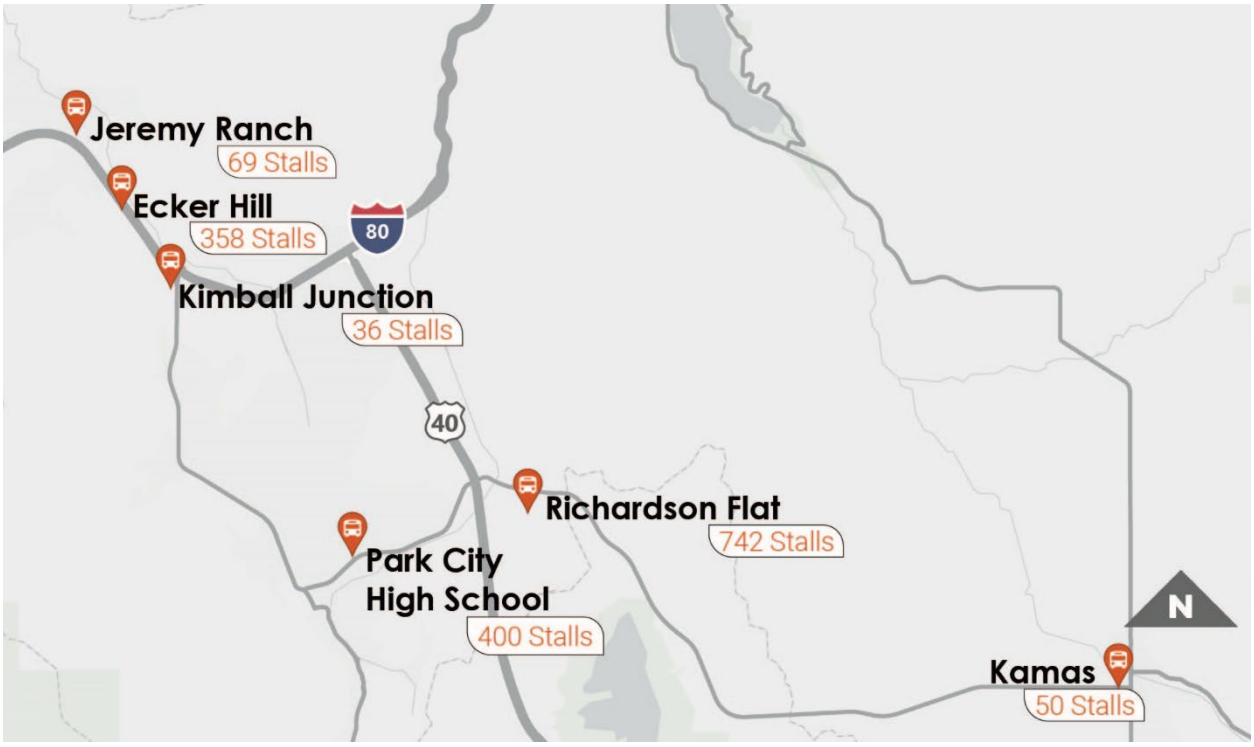
**Figure 19. Richardson Flat Park and Ride Utilization Rates**




*Source: Annual Transit Performance Statistics (PCMC, 2023a)*

In addition to the Richardson Flat Park and Ride, there are several other satellite parking lots in the region that connect people to destinations via PCT and HVT services. Figure 20 lists the regional park and rides and the number of parking stalls at each one. It is worth noting that the Park City High School Park and Ride lot is activated in winter during peak ski season and during large events; however, it is not available for parking by the public when school is in session.

Figure 20. Regional Park and Rides and Available Parking Stalls

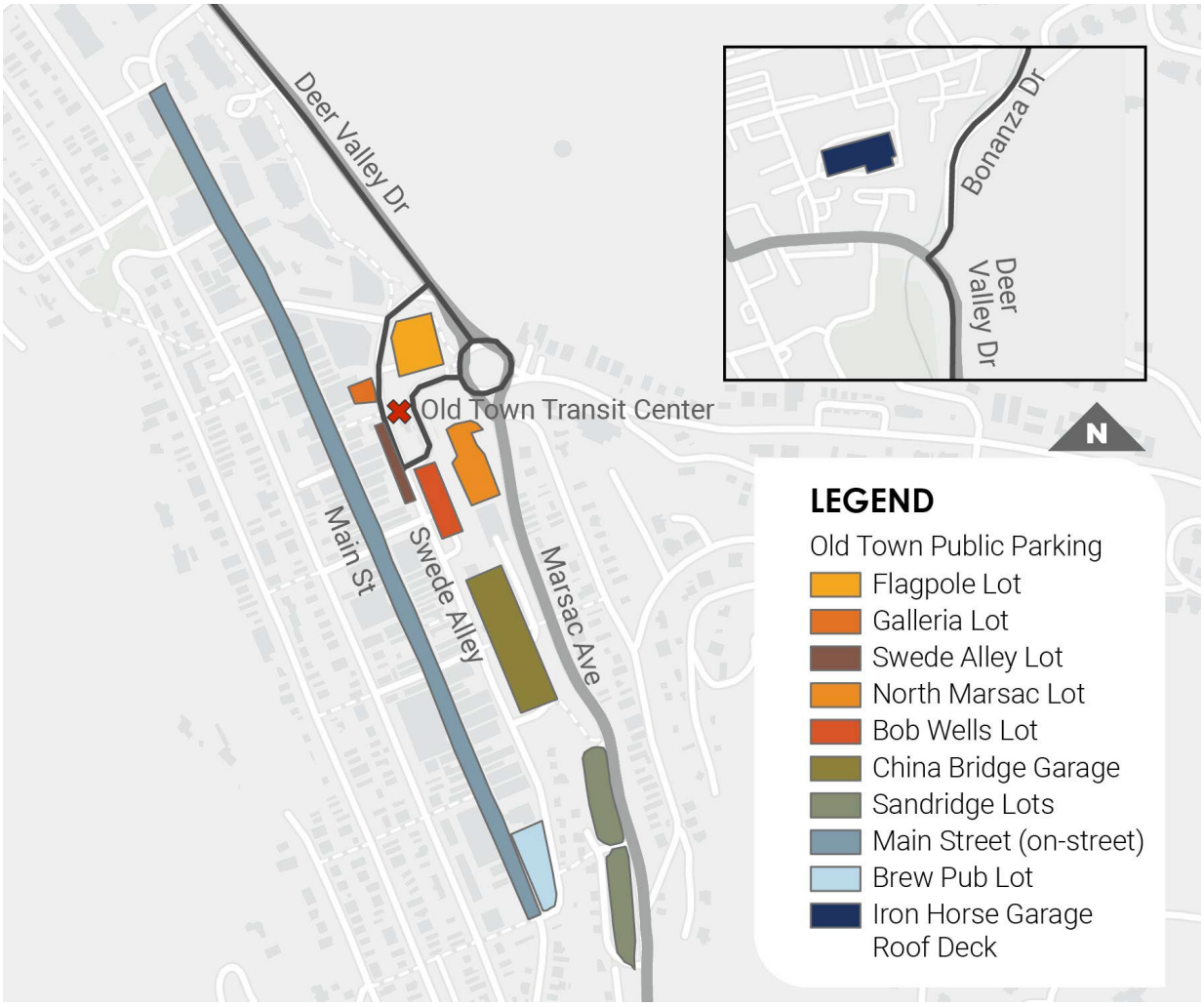



*Source: Annual Transit Performance Statistics (PCMC, 2023a)*

### *2.3.1.4 Public Parking in Old Town*

Available public parking is dispersed across Park City's historic Old Town. There are nine separate locations available for public parking, although the Flagpole Lot is by permit only. Figure 21 shows the locations of available parking in Old Town.

**Figure 21. Public Parking Availability in Old Town**




*Source: Summit County Regional Park & Ride Needs Assessment + Policy Analysis (PCMC, 2024d)*

During the winter season, all parking either requires payment or is time-limited. As shown in Table 9, the total inventory of available parking spaces is 1,181. On December, 30 2023, Park City recorded AM and PM occupancy rates of these parking spaces for the Regional Park and Ride Study. In the afternoon, 86% of available parking was being utilized. This day was during peak ski season, and the demand for parking was close to maxing out the supply of spaces.

**Table 9. Peak Ski Season Parking Utilization (12/30/2023)**

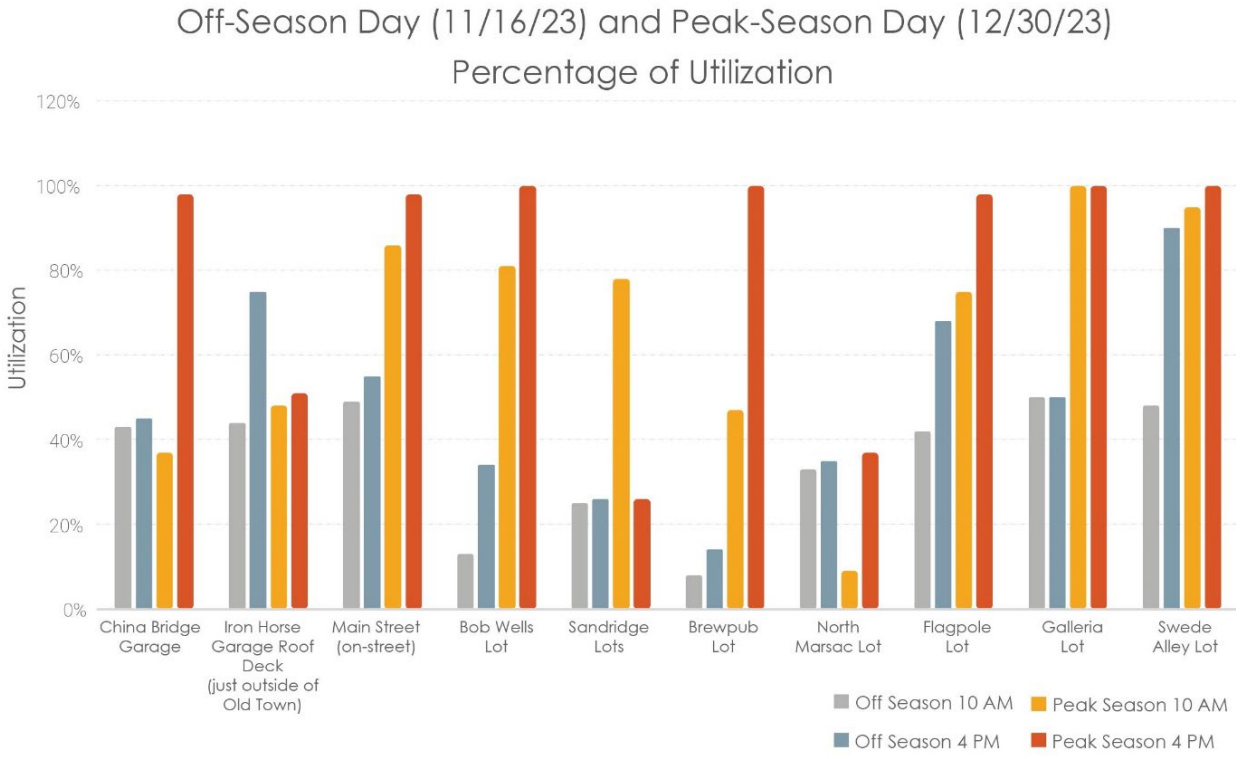
| LOT/GARAGE | INVENTORY | 10 AM | | 4 PM | |
|---|---|---|---|---|---|
| | | Occupancy | Utilization | Occupancy | Utilization |
| China Bridge Garage | 600 | 224 | 37% | 586 | 98% |
| Iron Horse Garage Roof Deck (just outside of Old Town) | 84 | 40 | 48% | 43 | 51% |

| LOT/GARAGE | INVENTORY | 10 AM | | 4 PM | |
|---|---|---|---|---|---|
| | | Occupancy | Utilization | Occupancy | Utilization |
| Main Street (on-street) | 175 | 151 | 86% | 172 | 98% |
| Bob Wells Lot | 32 | 26 | 81% | 32 | 100% |
| Sandridge Lots | 96 | 75 | 78% | 25 | 26% |
| Brewpub Lot | 49 | 23 | 47% | 49 | 100% |
| North Marsac Lot | 57 | 5 | 9% | 21 | 37% |
| Flagpole Lot | 59 | 44 | 75% | 58 | 98% |
| Galleria Lot | 8 | 8 | 100% | 8 | 100% |
| Swede Alley Lot | 21 | 20 | 95% | 21 | 100% |
| TOTALS | 1,181 | 616 | 52% | 1,015 | 86% |

*Source: Summit County Regional Park & Ride Needs Assessment + Policy Analysis (PCMC, 2024d)*

During the off seasons of spring and fall, parking utilization has also been observed near and above 80% at specific parking areas. Figure 22 shows the amount of parking utilization on the off-season day of November 16, 2023, and the peak-season day of December 30, 2023.

**Figure 22. Off-Season Day and Peak-Season Day Parking Utilization**




*Source: Summit County Regional Park & Ride Needs Assessment + Policy Analysis (PCMC, 2024d)*

## 2.3.2 Planned Transit Improvements

Details of planned improvements can be found in Section 5.1 below. In summary, several plans have highlighted transit service improvements in the study area, such as the Park City Short Range Transit Plan 2023 Section 5.1.1.8. SR-248 has been identified for dedicated high-frequency transit and is considered a sister route to the BRT currently under design on SR-224.

### *2.3.2.1 Park City Short Range Transit Plan*

PCMC adopted an updated Short Range Transit Plan (SRTP) in 2023. The plan prioritizes reducing traffic congestion through increased transit services, running buses in transit-only lanes, and addressing capacity constraints to improve roadway operations. The SRTP identifies SR-248 as a focus area for transit investment and specifically calls out new express routes with 15–20-minute peak frequency, long-term BRT infrastructure, and the need to discuss park and ride solutions with Summit County.

### *2.3.2.2 HVT Short-Range Transit Plan*

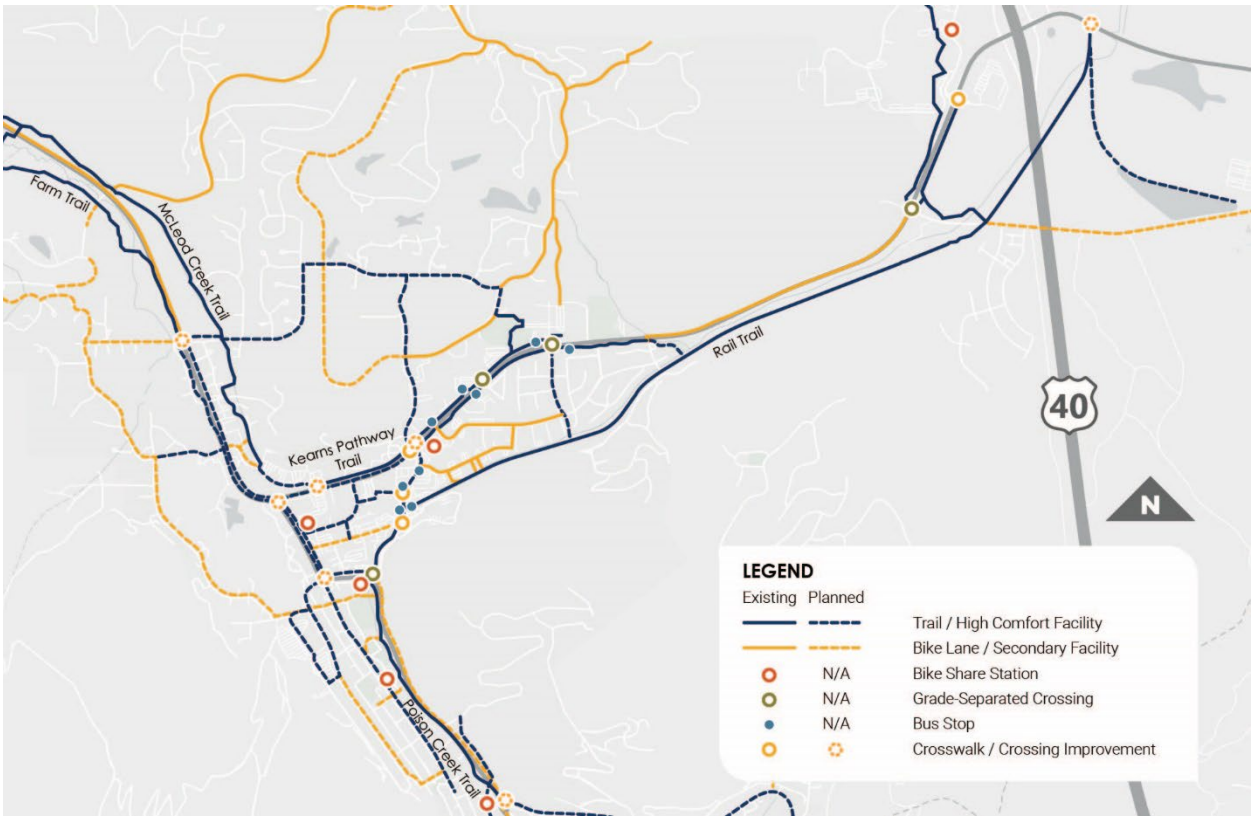
HVT is currently working on an SRTP. Once completed, the SRTP will help HVT with funding and service programming for the next five years. HVT's plan will focus on regional (Summit and Wasatch Counties services, with an effort to connect into PCT's local transit system.

# 2.4 NON-MOTORIZED TRAVEL

## 2.4.1 Existing and Future Active Transportation Network

Active transportation and transit ridership are closely connected, as many people bike or walk to transit or use transit to bridge gaps in active transportation infrastructure. In the study area, numerous pedestrian and bicycle facilities have been developed to enhance both inter- and intra-community connectivity. Providing good first/last mile connections to transit and providing transit service that is accessible to the regional active transportation network is a benefit for existing riders and a draw for new ones. Figure 23 shows the existing and planned active transportation facilities close to the study area.

**Figure 23. Existing and Planned Active Transportation Facilities**




*Source: Park City Transit (PCMC, n.d.)*

The Historic Union Pacific Rail Trail (Rail Trail) is an asphalt paved trail in Park City and an important recreational resource in the study area. It provides a non-motorized parallel east-west route from Bonanza Drive continuing east beyond the study area boundary and eventually terminating at Echo Reservoir. The Rail Trail connects to the Poison Creek Trail at Bonanza Drive. The Poison Creek Trail is an asphalt paved trail that runs adjacent to the east side of Bonanza Drive between the Rail Trail and Iron Horse Drive, where it crosses to the west side of Bonanza Drive via an underpass. The path continues south along the west side of Bonanza Drive and Deer Valley Drive to Heber Avenue.

The Kearns Pathway Trail is another asphalt paved trail running parallel to SR-248 on both sides of the corridor. The trail provides the opportunity for active transportation connections and is used year-round by bicyclists and pedestrians. The Park City School District indicated that a large portion of students walk or bike along the Kearns Pathway Trail to access the schools, primarily travelling from the nearby apartment and condominium complexes located along SR-248. No official Safe Routes to School program or maps are currently published for this area. A designated east-west bicycle lane exists between Wyatt Earp Way and just west of Richardson Flat Road along SR-248.

Sidewalks exist on both sides of Bonanza Drive but end at Lower Iron Horse Loop Road and lack a park strip along the entire corridor. Additionally, the shoulders along Bonanza Drive are

currently marked as and serve as bike lanes but change to right-turn lanes at intersections, causing conflict zones and safety concerns for both bicyclists and drivers. There is no sidewalk or bike facility along Deer Valley Drive from Bonanza Drive to OTTC. Generally, the Poison Creek Trail is the preferred route for bicyclists and pedestrians today; however, the worn dirt path along Deer Valley Drive indicates a need for sidewalks on-corridor.

Utah's Unified Transportation Plan 2023-2050 proposes an uphill bike lane and a downhill shared lane along Deer Valley Drive between Bonanza Drive and the OTTC. The ongoing Park City Bicycle and Pedestrian Plan study recommends connecting the Rail Trail to the Kearns Pathway Trail and SR-248 by adding a high-comfort facility along Comstock Drive and Bonanza Drive and adding a secondary facility along Deer Valley Drive. The SR-224 Bus Rapid Transit Study shows a 5-foot-wide bicycle lane on the west side of Deer Valley Drive for southbound uphill traffic and a sharrow (a road marking used to indicate a shared vehicle and bicycle lane) on the outermost northbound lane for downhill traffic.

#### *2.4.1.1 Bike Share Stations, Bus Stops, and Crosswalks*

Providing first/last mile connections to transit goes beyond simply improving access to bus stops—it also includes creating a fully integrated transportation network. By linking bus stops, bike share stations, and crosswalks with a safe, Americans with Disabilities Act (ADA)-compliant approach, the future transit service along the SR-248 corridor will be more cohesive and accessible for all.

PCMC participates in the Summit County bike share program, providing an active transportation option for its residents and visitors. The County currently operates 190 electric-assist bikes at 20 stations, nine of which are located within Park City. One bike share station is located along SR-248, and three stations exist along Deer Valley Drive between Bonanza Drive and OTTC (Figure 23, above). Placing bus stops and bike share stations near each other will offer transit users convenient options to complete their trips without relying on a car, improving first- and last-mile transit connections.

Along SR-248, between US-40 and Bonanza Drive, there are five bus stops. Two of these stops are close to the SR-248 and Comstock Drive intersection, but only one has a shelter and pedestrian access to and from these stops is not direct. Three additional bus stops are located between Cooke Drive and Sidewinder Drive, but the sidewalk network is disconnected and lacks comfortable crossing infrastructure. Most of the crosswalks and bus stops along this corridor are not ADA-compliant. On Bonanza Drive there are two bus stops, both of which lack shelters, signage, and ADA compliance. There is no bus stop along Deer Valley Drive between Bonanza Drive and OTTC.

There are four grade-separated crossings along SR-248 that are located at the intersections with Comstock Drive, Cooke Drive, the Park City High School, and Richardson Flat Road, providing a safer passage across this corridor. Pedestrians and bicyclists can move safely from the Kearns Pathway Trail on the north side of SR-248 to the Rail Trail on the south side using these crossings. A marked crosswalk exists at the SR-248 and Bonanza Drive intersection. The Park City SRTP recommends crosswalk improvements at the SR-248 and Sidewinder Drive

intersection. Also, Park City Forward 2022 recommends crosswalk improvements at the following intersections: SR-248 and Richardson Flat Road, Bonanza Drive and Prospector Avenue, and Deer Valley Drive and Aerie Drive.

# 2.5 SAFETY

Roadway crash data from 2019 to 2023 was reviewed to analyze crash attributes within the study area. The crash data reviewed is the same data that UDOT uses to perform safety analyses and is comprehensive of crashes on state and local roadways. Crash data will inform planning recommendations in future phases of this study.

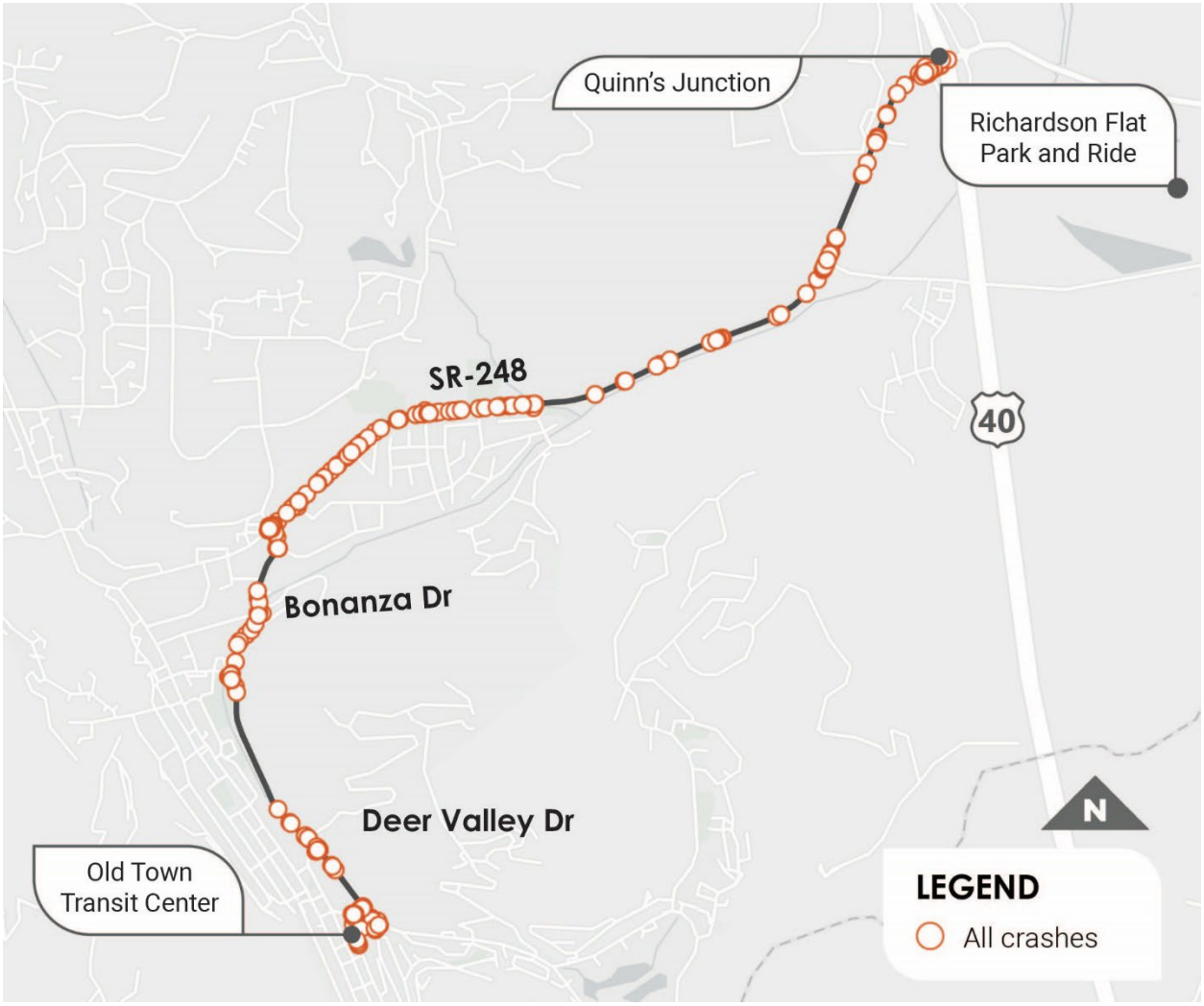
## 2.5.1 Vehicle-Involved Crashes

Within the date range reviewed, there were 379 reported crashes in the study area. Figure 24 shows the location of each of these reported crashes. While the crash locations are spread throughout the study area, Figure 24 shows there are distinct clusters of crashes:

- Near US-40
- Richardson Flat Road between Wyatt Earp Way and Sidewinder Drive
- Bonanza Drive
- The intersection of Main Street and Deer Valley Drive
- The roundabout at Deer Valley Drive and Marsac Ave
- The Old Town Transit Center

Crashes are clustered in the areas with higher commercial destinations and driveway accesses and higher AADT. Table 10 below details the number of crashes by year from 2019 through 2023. 2019 saw the highest recorded crashes at 98 for the year, while 2020 saw the lowest crashes at 51, likely due to reduced travel during Covid-19.

Figure 24. Vehicle Crash Locations Within the Study Area



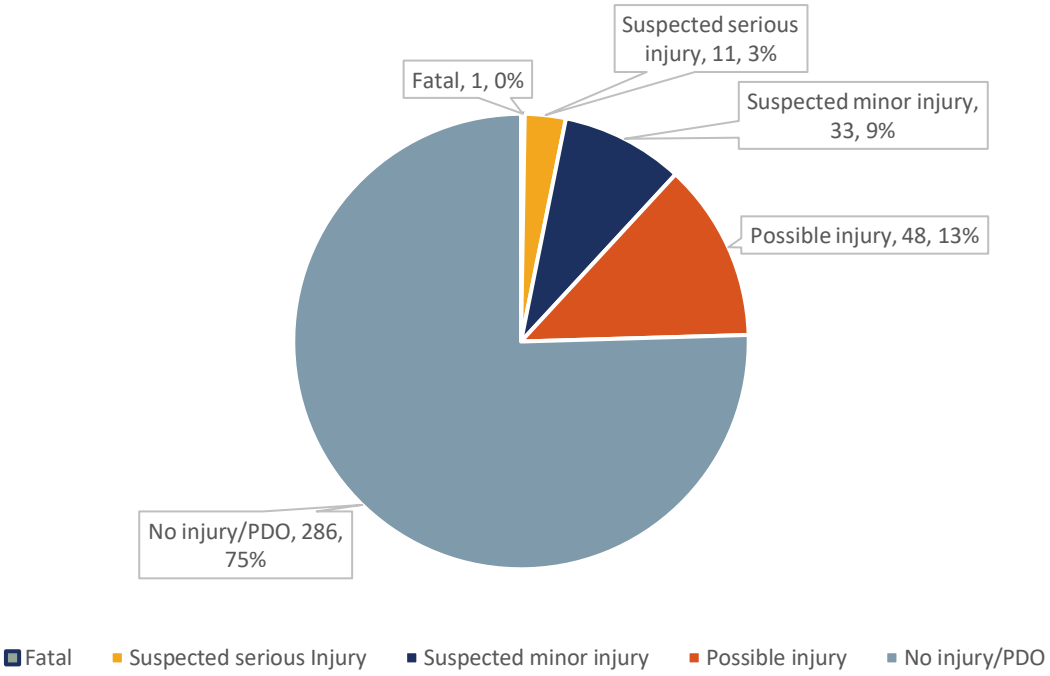

*Source: Utah Crash Summary Crash Statistics (UDOT, 2024b)*

Table 10. Number of Vehicle Crashes per Year

| YEAR | TOTAL NUMBER OF CRASHES |
|---|---|
| 2023 | 83 |
| 2022 | 64 |
| 2021 | 83 |
| 2020 | 51 |
| 2019 | 98 |

75% of the crashes were reported as "no injury" with property damage only (PDO). There was one fatality and 11 crashes that led to serious injuries. Figure 25 shows the breakdown of crashes by severity of injury.

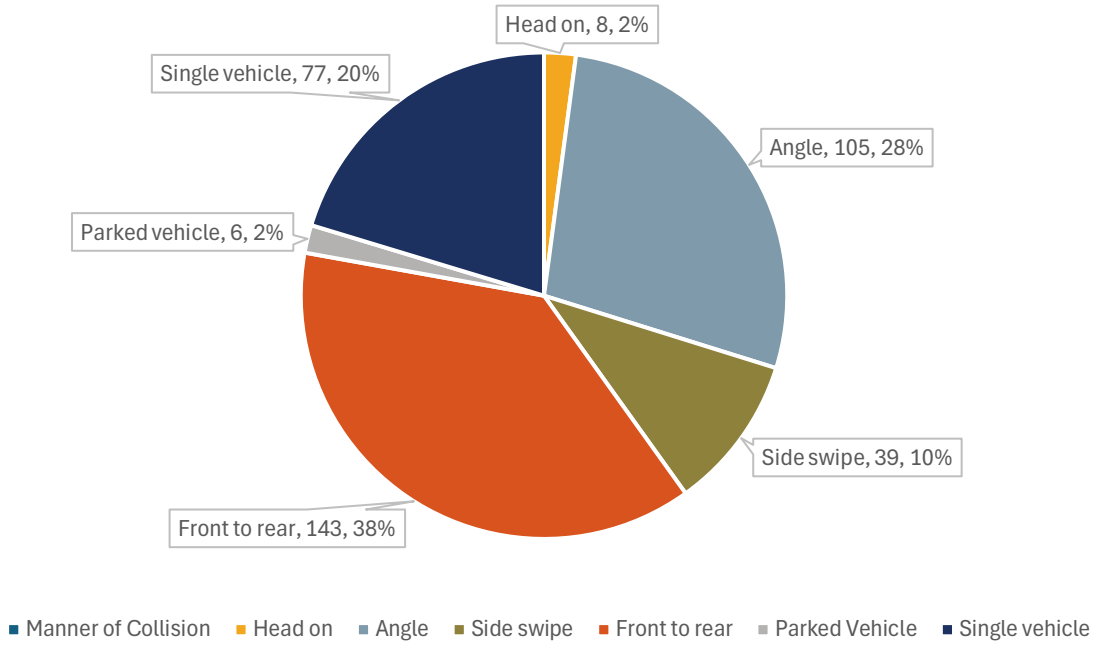
**Figure 25. Severity of Crashes**




*Source: Utah Crash Summary Crash Statistics (UDOT, 2024b)*

Most of the crashes that occurred were front-to-rear crashes, which can usually be attributed to stop-and-go traffic and/or congestion. Angle crashes were the second most common, followed by crashes that only involved a single vehicle. Single-vehicle crashes often involve a collision with a fixed object or when a vehicle is driven off the road. However, vehicles that hit pedestrians or bicyclists may also be reported as single-vehicle crashes. Figure 26 shows a breakdown of the manner of collision.

Figure 26. Collisions by Type




*Source: Utah Crash Summary Crash Statistics (UDOT, 2024b)*

### *2.5.1.1 Fatal and Serious Injury Crashes*

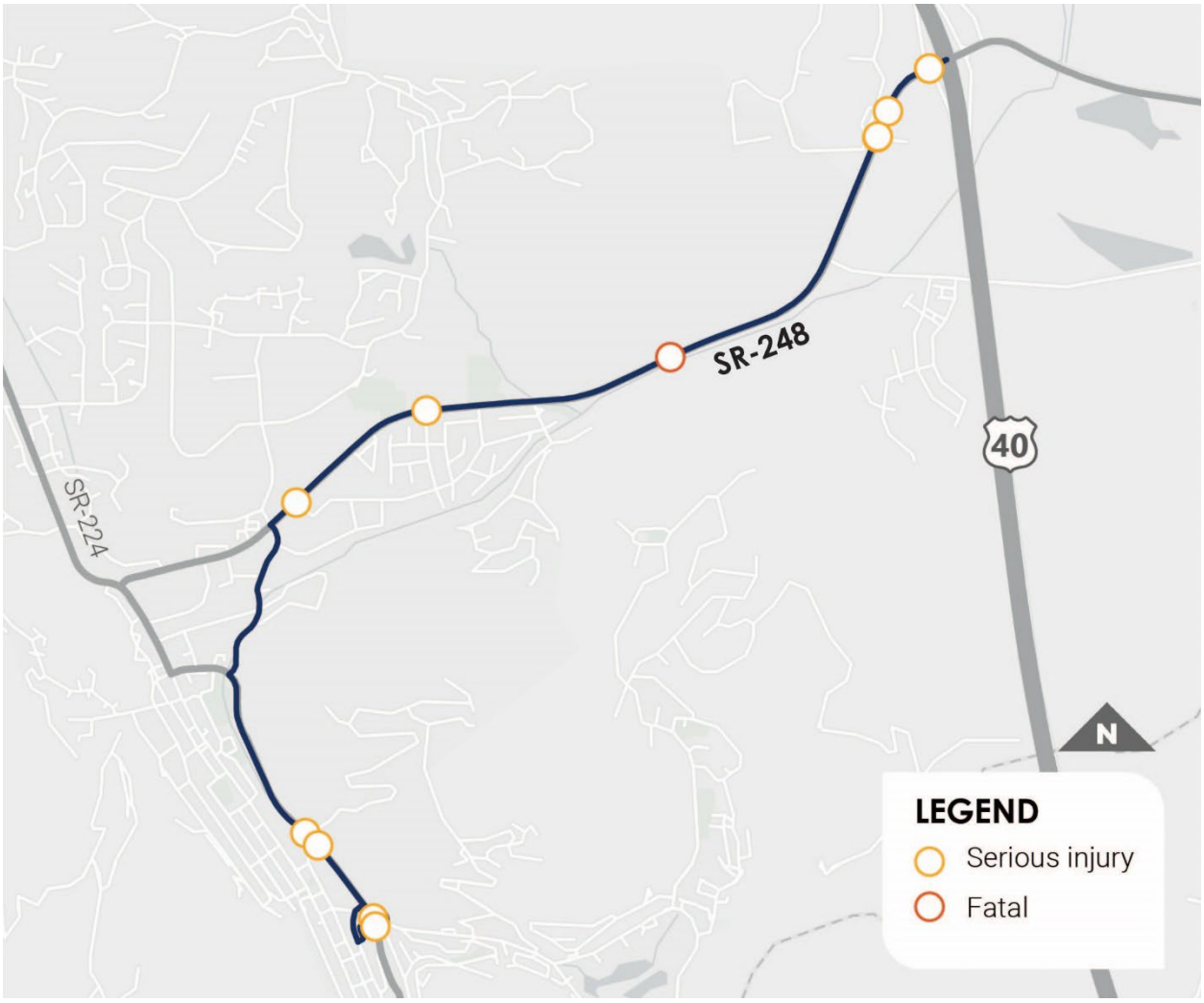
Figure 27 shows the locations of the serious injury crashes and the fatal crash. The fatal crash involved a single driver who was not wearing a seatbelt and drove off the road. Seven of the serious injury crashes occurred at intersections, two were at the roundabout, one involved a U-turn and included two cars and a motorcycle, and one happened when a driver of a cement truck was distracted and crashed into the first of five cars stopped ahead, creating a chain reaction collision.

There were 11 crashes in the study area that resulted in serious injuries of those involved, one fatality occurred on the corridor in 2022 (Table 11).

Table 11. Fatal and Serious Injury Crashes by Year

| YEAR | NUMBER OF FATAL AND SERIOUS INJURY CRASHES |
|---|---|
| 2023 | 1 |
| 2022 | 2 (1 fatal, 1 serious injury) |
| 2021 | 5 |
| 2020 | 4 |
| 2019 | 0 |

Figure 27. Locations of Serious Injury or Fatal Crashes




*Source: Utah Crash Summary Crash Statistics (UDOT, 2024b)*

### 2.5.1.2 Crashes at Intersections

Figure 28 shows the location of the intersection crashes and the severity level of injury reported. Out of the 379 crashes, 236, or 62%, were at intersections. Nine resulted in serious injury and 23 reported minor injuries. All four of the pedestrian crashes that occurred in the study area happened at intersections, as did six of the eight bicycle-involved crashes. The intersections with the highest number of crashes are shown in Table 12 below.

Table 12. Intersections with Highest Crash Frequency

| INTERSECTIONS WITH HIGHEST CRASH FREQUENCY | NUMBER OF CRASHES |
|---|---|
| SR-248 and Bonanza Drive | 40 |
| SR-248 and US-40 | 34 |

| INTERSECTIONS WITH HIGHEST CRASH FREQUENCY | NUMBER OF CRASHES |
|---|---|
| Roundabout at Deer Valley Drive/Marsac Ave at the OTTC | 32 |
| Deer Valley Drive and Bonanza Drive | 23 |
| Deer Valley Drive and Main Street | 22 |

The number of intersection crashes by year is shown in Table 13 below. Following other crash trends above, 2020 saw the lowest number of intersection crashes during Covid-19. The other years between 2019 and 2023 are fairly comparable in number of crashes, with 2019 reporting the highest number of intersection crashes at 57.

**Table 13. Intersection Crash Numbers by Year**

| YEAR | NUMBER OF CRASHES AT INTERSECTIONS |
|---|---|
| 2023 | 56 |
| 2022 | 42 |
| 2021 | 49 |
| 2020 | 32 |
| 2019 | 57 |

Figure 28. Intersection Crash Locations


*Source: Utah Crash Summary Crash Statistics (UDOT, 2024b)*

## 2.5.2 Transit-Involved Crashes

Within the study area, there were 18 crashes reported to involve a transit vehicle (Table 14). Of those, 13 occurred within 500 feet of the OTTC. Besides the cluster of crashes in this area, only one other crash occurred next to a bus stop, which was at the intersection of Bonanza Drive and Prospector Avenue (Figure 29).

Three of the crashes along Deer Valley Drive reported minor injuries. The remaining 16 transit crashes resulted in no injuries and PDO.

Table 14. Transit-Involved Crashes by Year

| YEAR | NUMBER OF TRANSIT-INVOLVED CRASHES |
|---|---|
| 2023 | 5 |

| YEAR | NUMBER OF TRANSIT-INVOLVED CRASHES |
|---|---|
| 2022 | 5 |
| 2021 | 1 |
| 2020 | 1 |
| 2019 | 6 |

Figure 29. Transit-Involved Crash Locations


*Source: Utah Crash Summary Crash Statistics (UDOT, 2024b)*

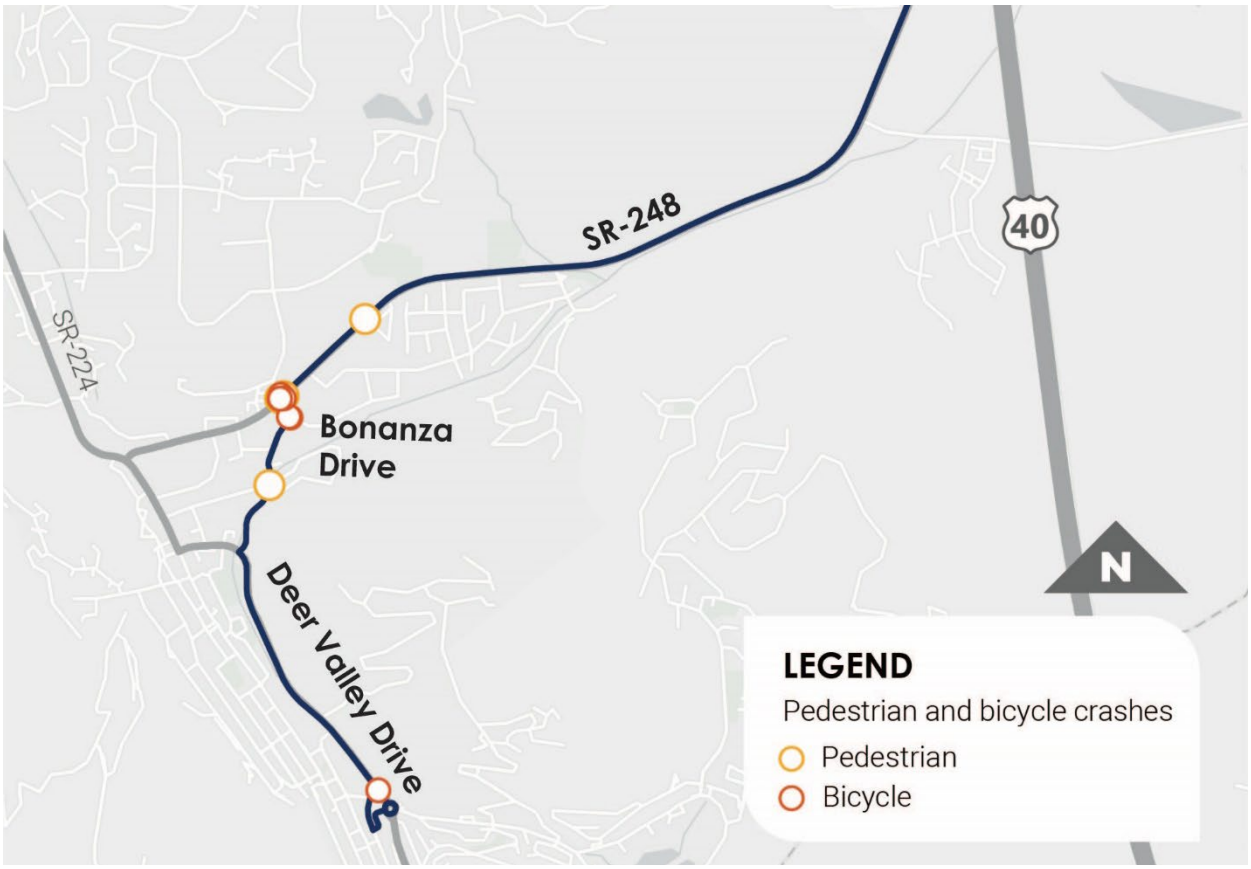
## 2.5.3 Pedestrian- and Bicycle-Involved Crashes

Figure 30 shows pedestrian- and bicycle-involved crashes that also involved a vehicle. Table 15 lists what year these crashes occurred. There have been four pedestrian-involved crashes, all of which occurred before 2021. Each of these crashes happened while a pedestrian was in a marked crosswalk. Two occurred at the intersection of SR-248 and Bonanza Drive and one at approximately SR-248 and Cook Drive. The incident report for the crash at Cook Drive states

the pedestrian was at a temporary HAWK crossing. The fourth pedestrian-involved crash was at the intersection of Bonanza Drive and Iron Horse Drive. Two of the crashes resulted in possible injuries and two had minor injuries.

Eight bicycle crashes have been reported in the study area, five of which occurred at the intersections of SR-248 and Bonanza Drive, one at the intersection of Bonanza Drive and Prospector Avenue, and one at the entrance to a parking lot near Prospector Avenue on Bonanza Drive. Seven of the accidents resulted in minor injuries, and one had possible injuries.

**Figure 30. Pedestrian- and Bicycle-Involved Crash Locations**




*Source: Utah Crash Summary Crash Statistics (UDOT, 2024b)*

**Table 15. Number of Pedestrian- and Bicycle-Involved Crashes by Year**

| YEAR | PEDESTRIAN | BICYCLE |
|---|---|---|
| 2023 | 0 | 2 |
| 2022 | 0 | 2 |
| 2021 | 0 | 2 |
| 2020 | 1 | 1 |
| 2019 | 3 | 1 |

# 3 LAND USE AND SOCIOECONOMIC CONDITIONS

## 3.1 LAND USE

Land uses within the study area include commercial, institutional, residential, and open space. Land use between US-40 and Wyatt Earp Way (on both sides of SR-248) is predominately designated as open space. At Round Valley Drive, the land on the north side of SR-248 is designated for open space and includes the Quinn's Junction Sports Complex and Park City Dog Park. Quinn's Junction Water Treatment Plant is located on the south side of SR-248 between Round Valley Drive and Richardson Flat Road. The Utah Film Studios is a large commercial parcel located on the south side of SR-248 between Round Valley Drive and US-40.

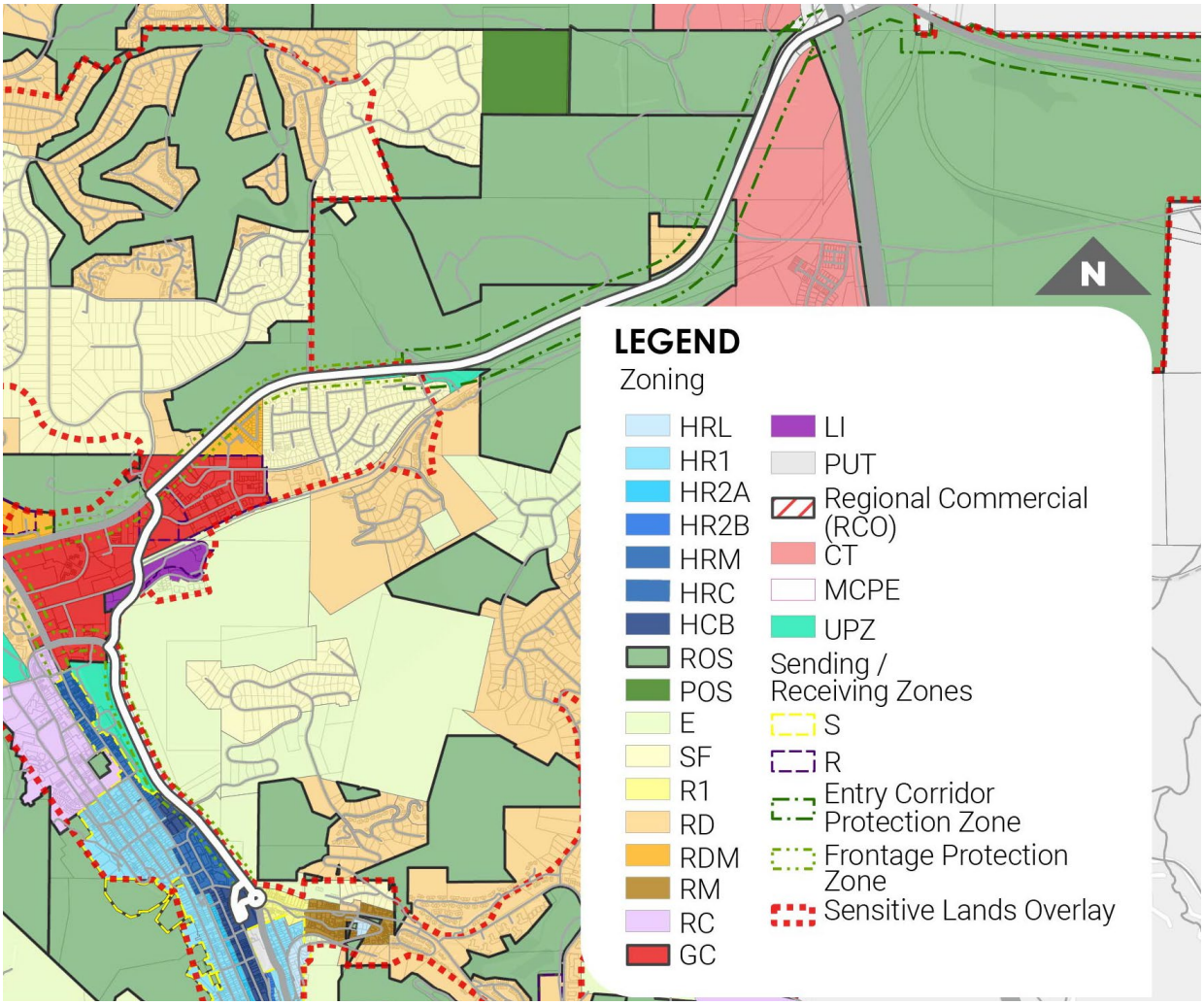
Land use on the south side of SR-248 changes to residential development between Wyatt Earp Way and Bonanza Drive. Between Wyatt Earp Way and Bonanza Drive, land use consists of residential development and public/quasi-public lands that include Park City High School, Park City Learning Center, Treasure Mountain Middle School, McPolin School, and the Park City School District building.

Land use between SR-248 and Deer Valley Drive (on both sides of Bonanza Drive) includes commercial and residential development. The west side of Deer Valley Drive from Bonanza Drive to Marsac Avenue includes commercial and residential development as well as public lands (including City Park, Park City Skatepark, and Acoustic Park) and open space.

### 3.1.1 Current Zoning

Current land use (Figure 31) includes recreational open space on the eastern portions of SR-248, transitioning into single family, residential development, estate and transfer of development rights (TDR) zones, and light industrial to the west and along Bonanza. The Deer Valley Drive area, into the OTTC area, consists of TDR, urban park zones, and the historic commercial business district.

Figure 31. Current Zoning Map

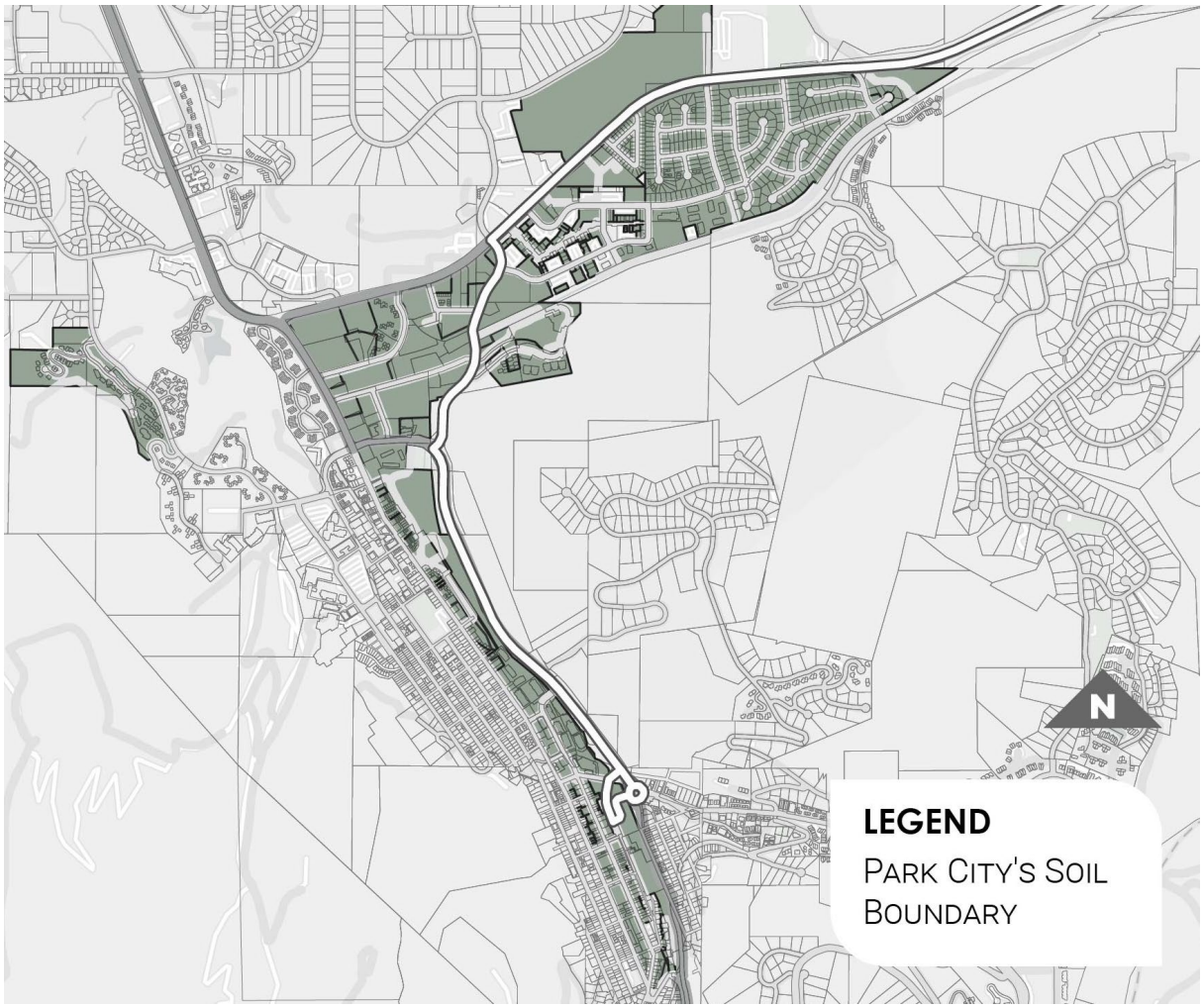



*Source: ArcGIS Zoning Map (PCMC, 2024b)*

## 3.1.2 Soils Ordinance

Most of the study area is within Park City's sensitive soils overlay district; the future environmental study will need to consider soil remediation or hauling strategies as the LPA is refined (Figure 32).

Figure 32. Park City and Summit County Soils Overlay District

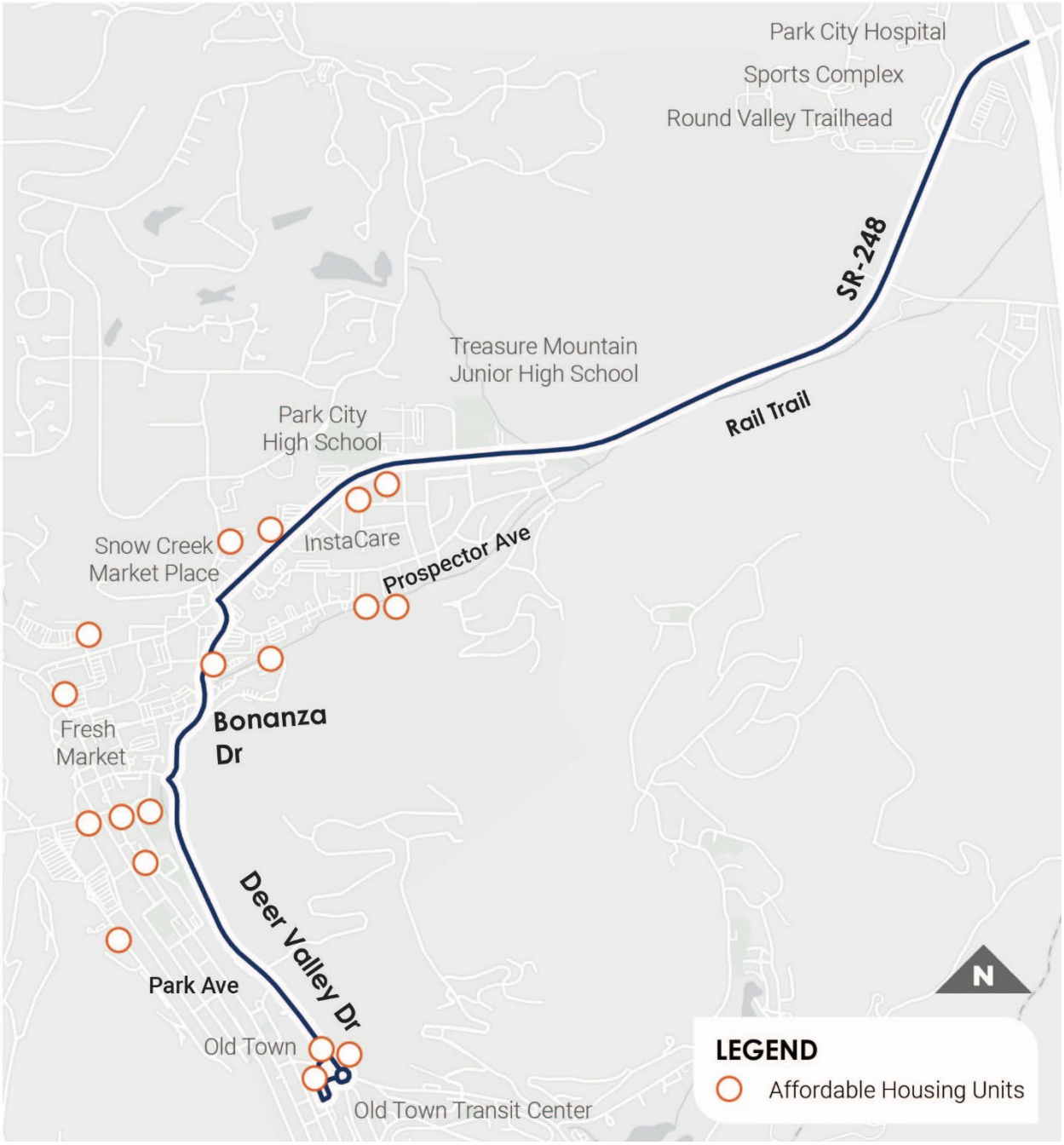



*Source: ArcGIS Park City Soil Boundary Map (PCMC, 2024a)*

## 3.1.3 Affordable Housing

Currently, no transit-oriented development zoning (TOD) exists in Park City. However, critical goals for the community include increasing affordable and attainable housing and connecting people to places, with a car-optional lifestyle. Figure 33 indicates locations with affordable housing units on or within a short walking distance of the study area. Understanding where more transit-dependent populations may live will aid in the development of alignments and station locations at a future phase of this study.

Figure 33. Locations with Affordable Housing Units Within or Close to the Study Area



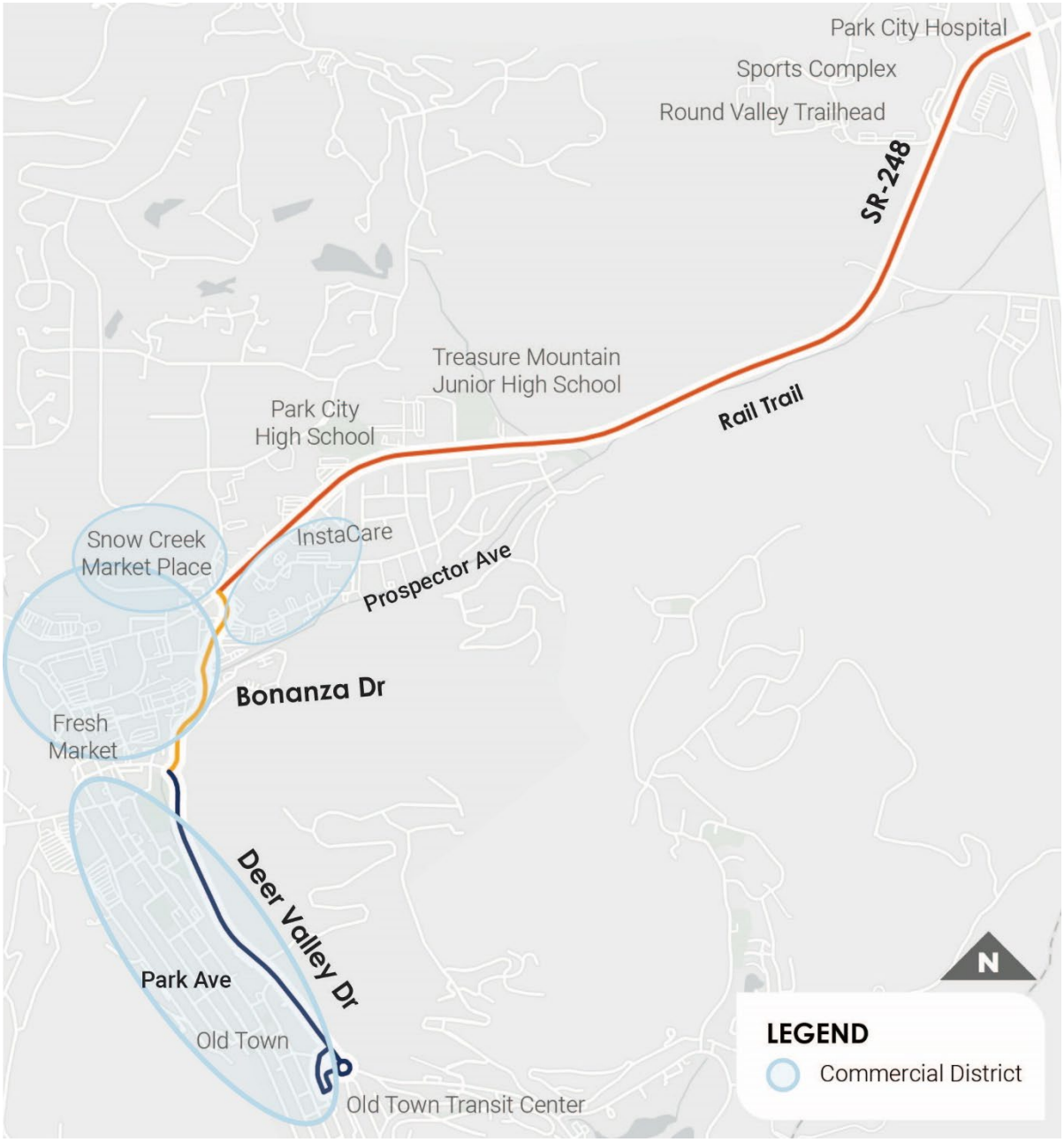

*Source: Park City Short Range Transit Plan (PCMC, 2023b)*

## 3.1.4 Top Destinations

There are several high-trip generators (destinations) in the study area (Figure 34). Medical services, educational institutions, grocery stores, access to recreation and sports fields, and more are present on both the east and west/south extents. Many of the AADT numbers,

particularly to the west, are indicative of these top destinations and people using personal vehicles to make short trips along the corridor.

**Figure 34. Major Destinations Within the Study Area**




*Source: Park City Aerial Imagery, Land Use and Key Destinations Assessment (PCMC, 2024c)*

# 3.2 SOCIOECONOMIC ANALYSIS

An overview of socioeconomic conditions was conducted that included reviewing population and economic growth data and identifying low income and minority communities/populations living within walking distance of the study area who may need or benefit from additional transit investments.

## 3.2.1 Population and Employment Growth

Population and employment projections from the Mountainland Association of Governments (MAG) were compared to the growth rates of Summit and Wasatch Counties.

Table 16 shows current numbers and 2050 forecasted numbers for population, household, and employment according to MAG and the Kem C. Gardner Policy Institute. The population and housing supply in broader Summit County is forecast to grow at a faster rate than within the study area; however, the employment and job growth in the study area is forecast to grow in step with Summit County. Wasatch County is forecast to have the largest amount of growth in all categories, with a population increase of 80%, the number of households to increase by 110%, and employment to grow by 33%. While Wasatch County's 33% employment growth is a large increase, it pales in comparison to its 80% population increase. With such a large disparity between the two, it will be necessary for a large part of the population to find employment outside of Wasatch County, and some may find it in Park City or around Old Town and will likely utilize SR-248 as the closest connection to make those trips.

**Table 16. Current and Forecasted Numbers for Population, Household, and Employment**

| CATEGORY | 2024 | 2050 | PERCENT CHANGE |
|---|---|---|---|
| Study Area (1/2 mile buffer from 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% |

### 3.2.1.1 Population and Job Density

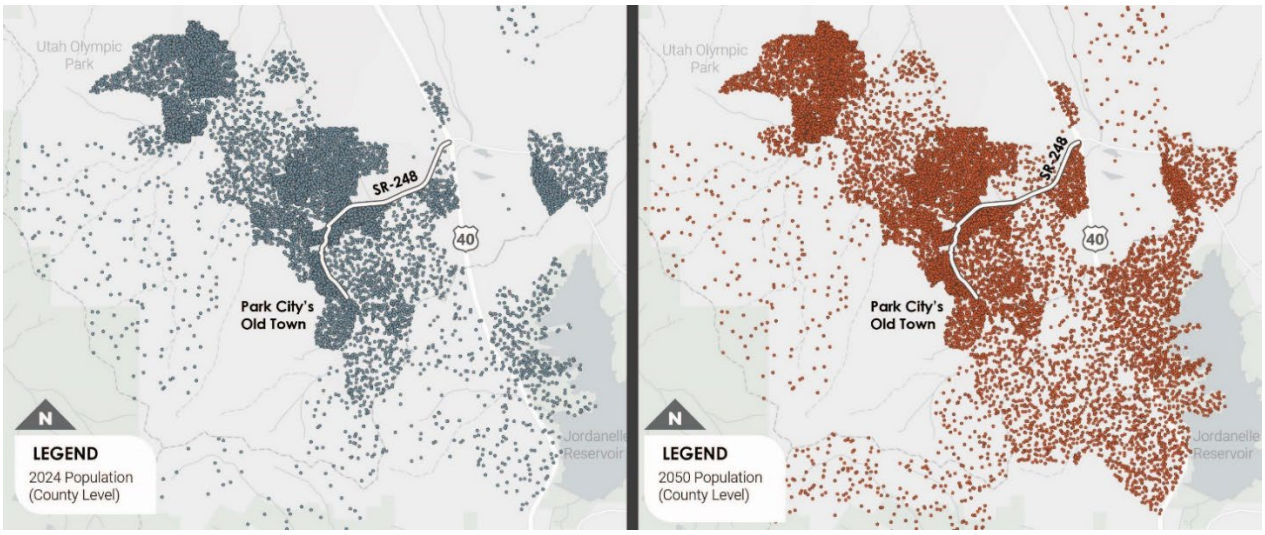
Figure 35 shows the population around the study area corridor represented by a one-to-one dot per person comparison of the estimated population in 2024 and 2050. The most densely populated areas are within walking distance of the study area corridor. The population along the corridor is forecast to increase by approximately 1,000 people by 2050. However, this number may be an underestimate as PCMC is focused on increasing options and availability of workforce and mixed-use housing around the study area.

**Figure 35. Population Density, 2024 and 2050 (Study Area)**


*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

Figure 36 shows anticipated population growth from the Jordanelle Reservoir to the Utah Olympic Park. The majority of future population infill can be observed east of SR-248.

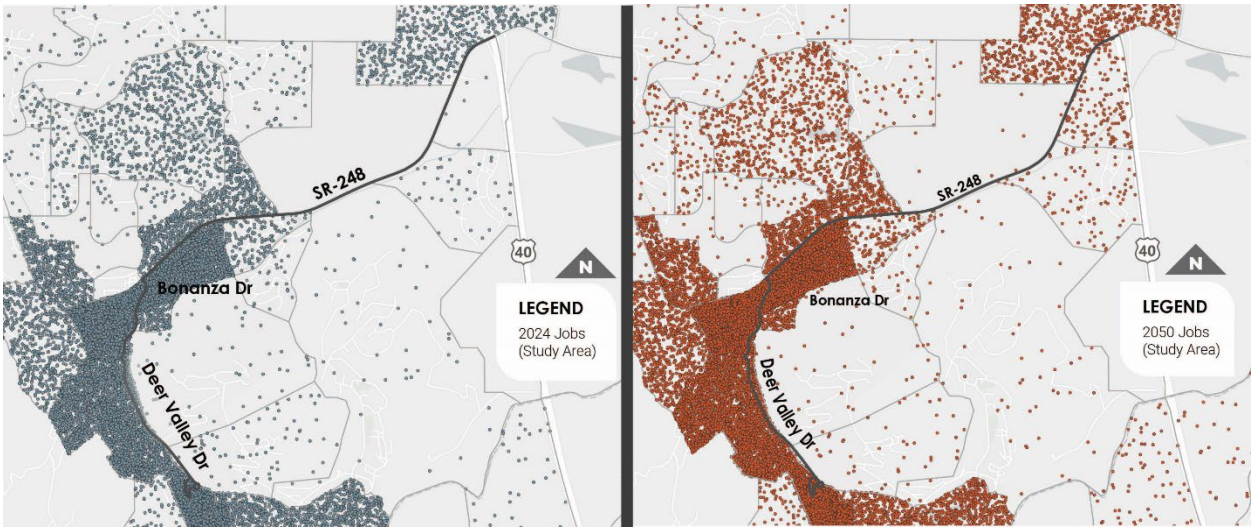
**Figure 36. Population Density, 2024 and 2050 (County Level)**




*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

Figure 37 shows job density in the study area as a one-to-one dot-per-job comparison for 2024 existing conditions and projected 2050 future conditions. It is apparent that the study area has a concentration of jobs along the corridor. The job outlook adjacent to SR-248, Bonanza Drive, and Deer Valley Drive is forecast to grow by almost 24% by 2050.

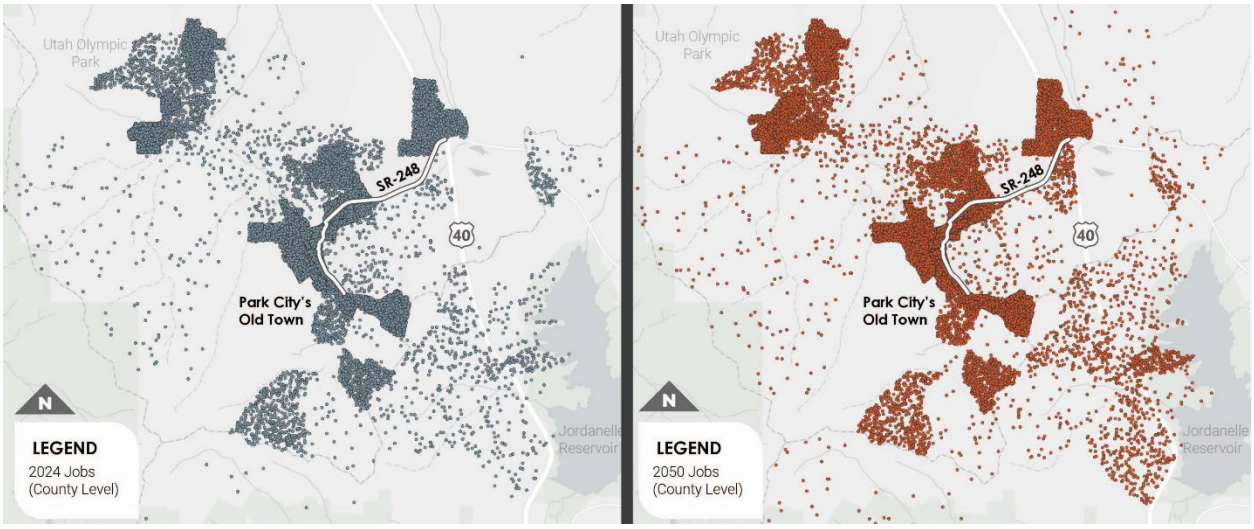
**Figure 37. Job Density, 2024 and 2050 (Study Area)**




*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

Figure 38 shows projected job growth between the Jordanelle Reservoir and the Utah Olympic Park. Notable growth is seen at the SR-248 and US-40 interchange, near the Utah Olympic Park, and near the Jordanelle Reservoir.

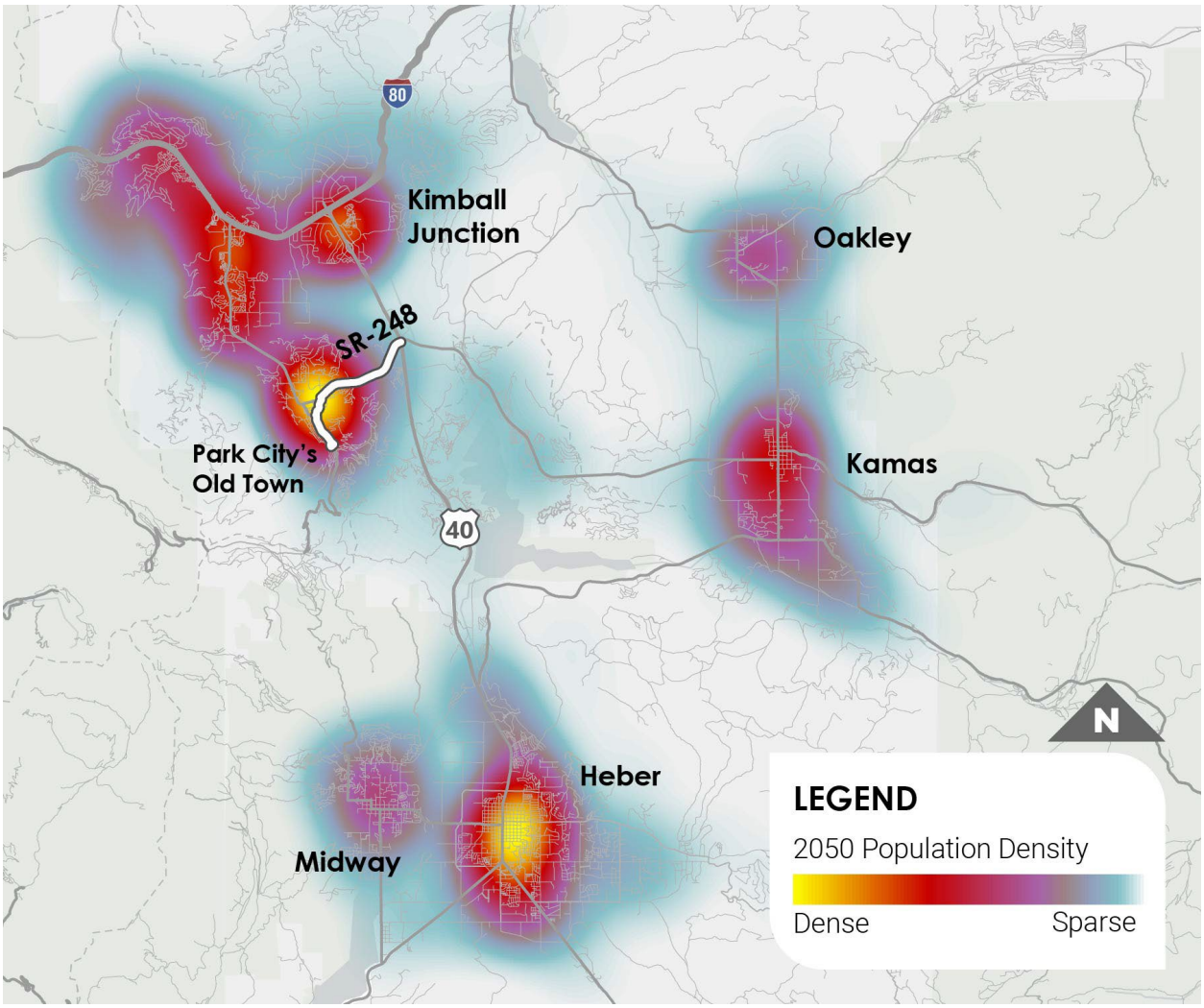
**Figure 38. Job Density, 2024 and 2050 (County Level)**




*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

As shown in Table 16 above in Section 3.2.1, while job growth is greater than population growth near the study area, population growth in Summit County and Wasatch County exceeds job growth. Figure 39 is a heatmap showing the areas of the greatest population density in 2050. Growth around the greater Park City CCD, Heber/Midway, and Kamas/Oakley show the highest population densities in 2050.

**Figure 39. 2050 Population Density in Summit and Wasatch Counties Around the Study Area**



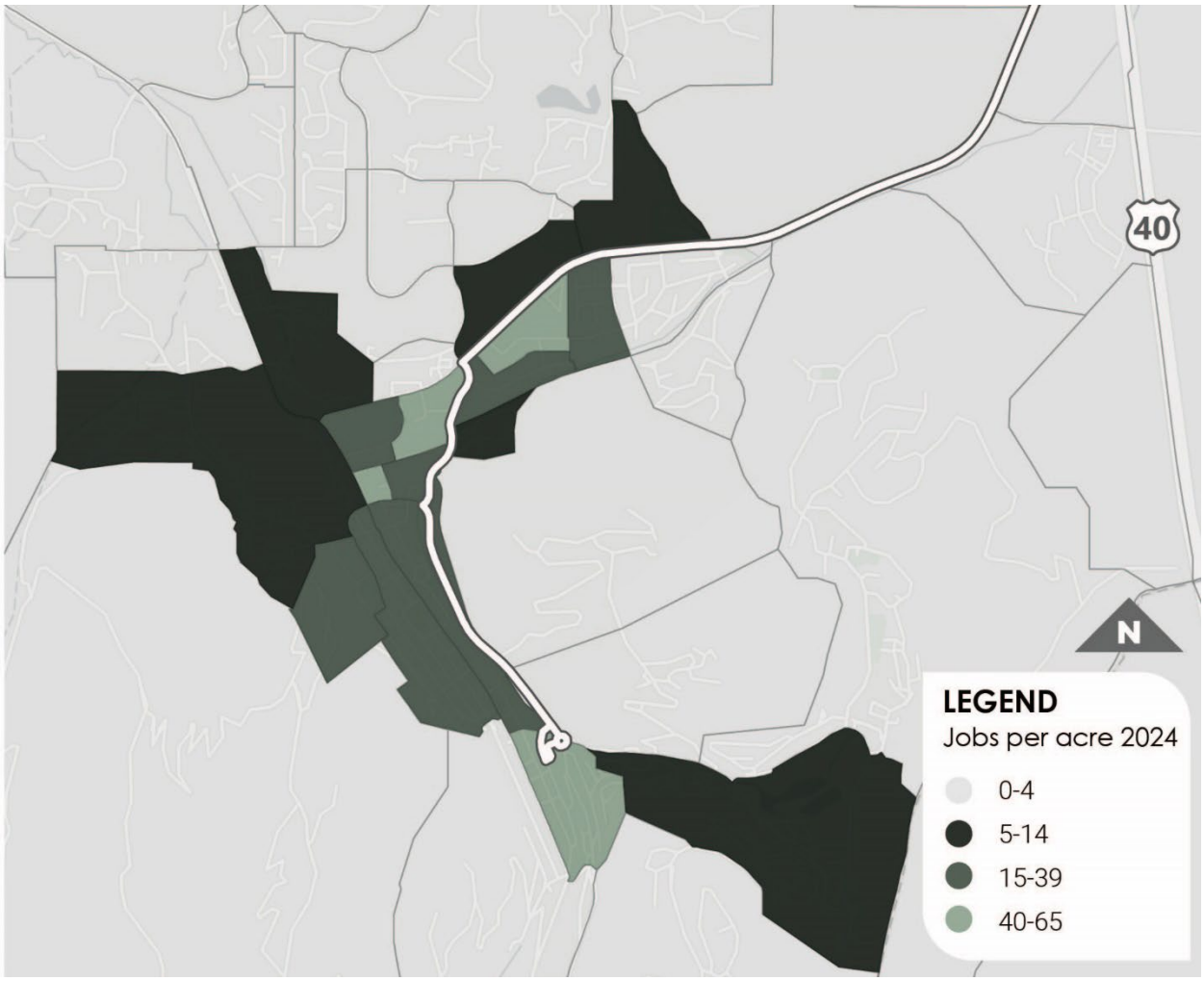

*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

### *3.2.1.2 Job Locations*

Most of Park City's large employment centers are located proximate to SR-224 or SR-248. Figure 40 shows job density around the study area. The land immediately along the corridor has the highest concentration of jobs. Once outside of the study area, job density falls to 0-5 per acre. Transit improvements along SR-248 could substantially increase access to employment,

both due to the connection to SR-228 and major employment centers near US-40 as well as Bonanza Drive.

**Figure 40. Job Density around the Study Area**

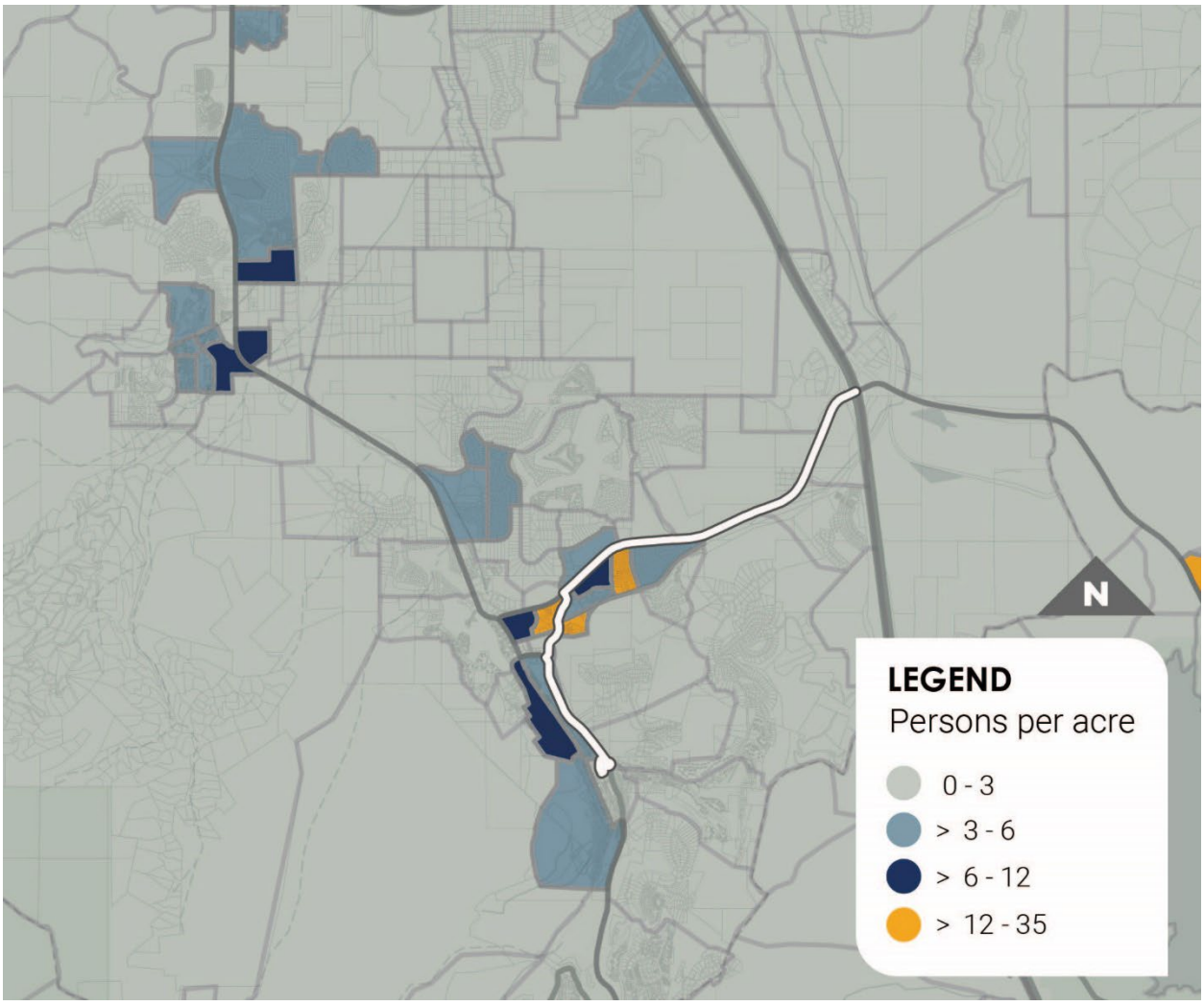



*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

### *3.2.1.3 Worker Residences and Population Density*

Most of Park City's large employment centers are located proximate to SR-224 or SR-248. Figure 41 shows the contrast in population density between land next to the study area (fairly dense) and less-dense single-family housing across much of Park City. Transit improvements along SR-248 could substantially increase access to employment, both due to the connection to SR-228 and to major employment centers near US-40 and Bonanza Drive.

Figure 41. Population Density in the Park City/Summit County Area




*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

### *3.2.1.4 Land Values and Potential for Future Development*

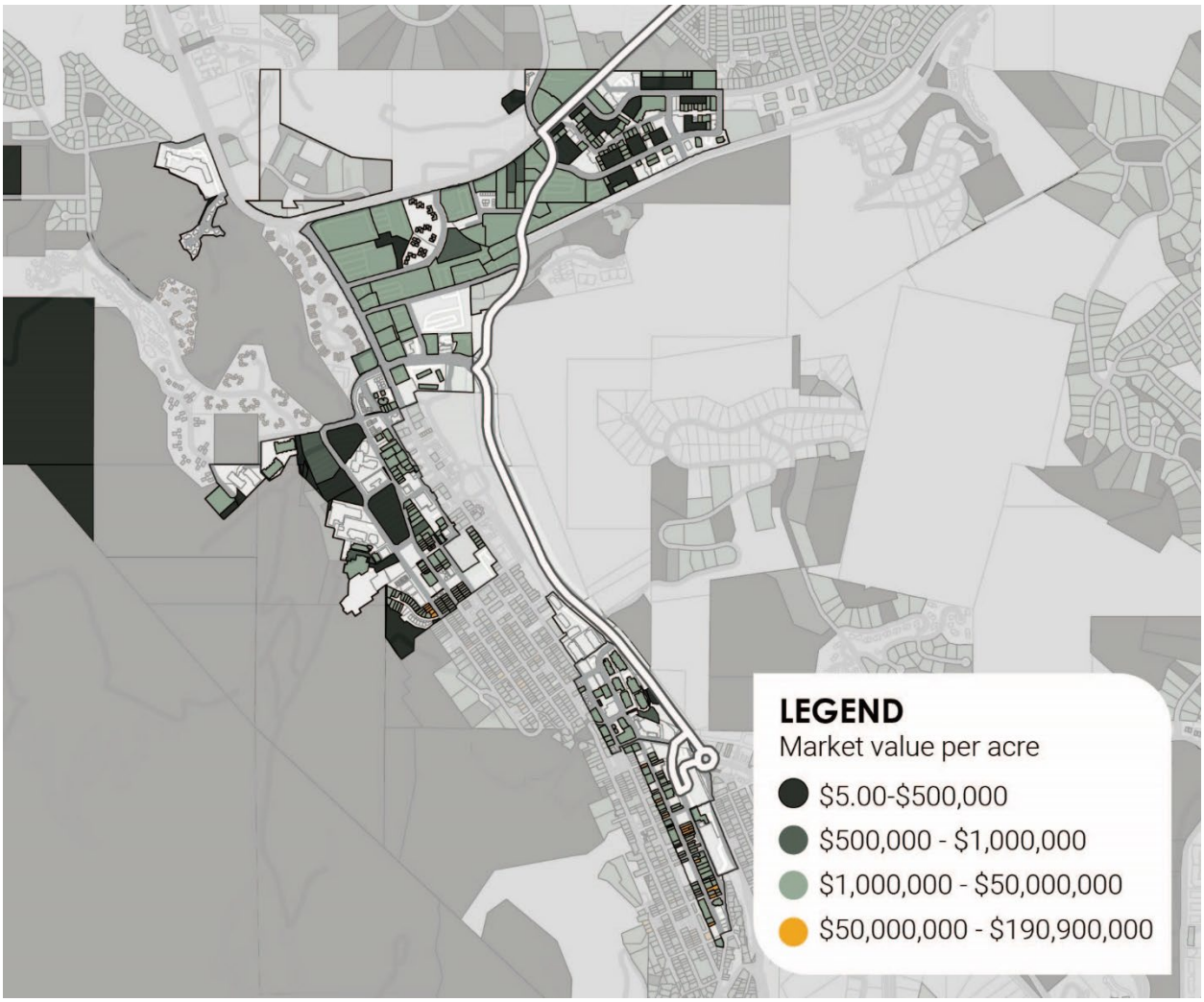
**Market Value per Acre**

High relative market values reflect the past investment and the current high demand for real estate. Low relative improvement values suggest areas with opportunities for redevelopment. When high relative and low relative improvement values are intermingled, the area shows both demand and opportunity for redevelopment.

Bonanza Drive is near several commercial-zoned parcels with high relative improvement values, reflecting strong real estate demand. Additionally, it provides closer access to the commercial area southwest of Deer Valley Drive, which contains many large parcels with opportunities for redevelopment.

Redevelopment is most likely where there is both demand and opportunity. Ideal properties for redevelopment have low relative improvement values and market values per acre but are proximate to areas with high relative improvement values and market values per acre. Low-value parcels abutting high-value parcels are good contenders for redevelopment. Figure 42 shows commercial property total market values by acre. This area has a blend of market values, making it a strong example of land that has both demand and opportunity and is viable for redevelopment.

**Figure 42. Commercial Property Total Market Values by Acre**



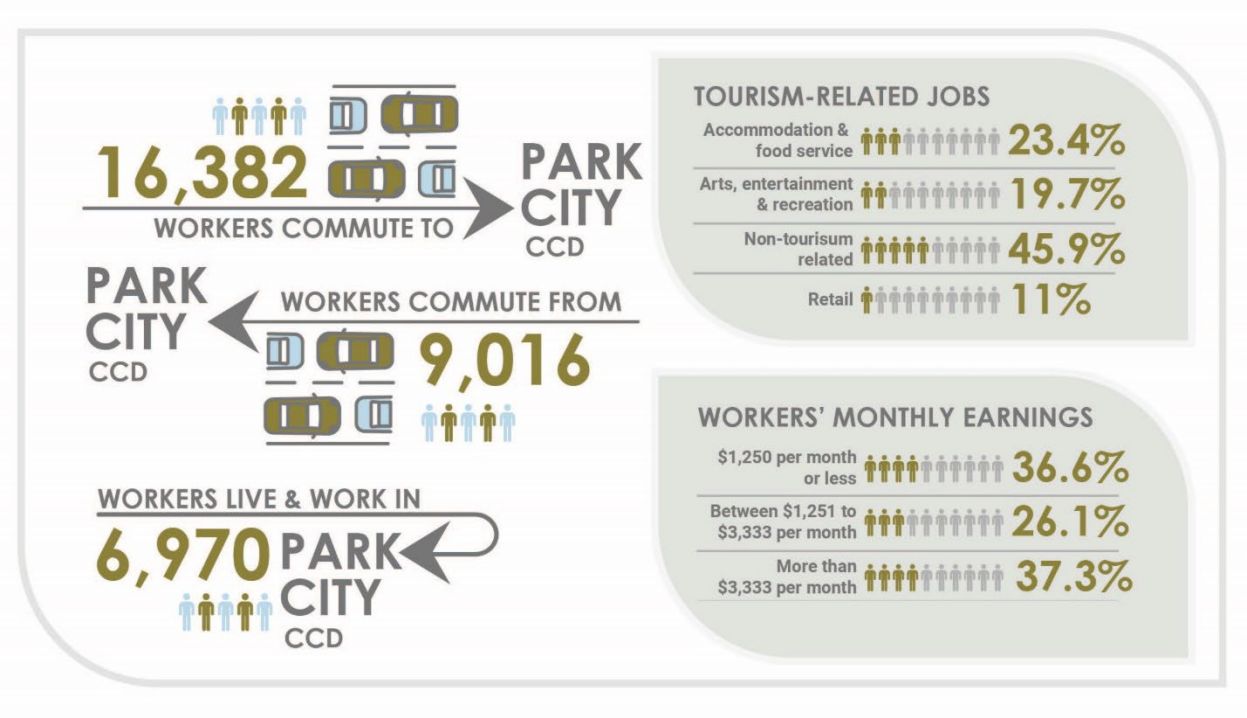

*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

## 3.2.2 Tourism and the Regional Economy

According to tourism data from the Kem C. Gardner Institute, Summit County received close to $1.5 billion in direct spending from visitors in 2022 and generated $257.3 million in visitor-generated tax revenue. This level of spending also supported 13,770 travel and tourism jobs in 2022.

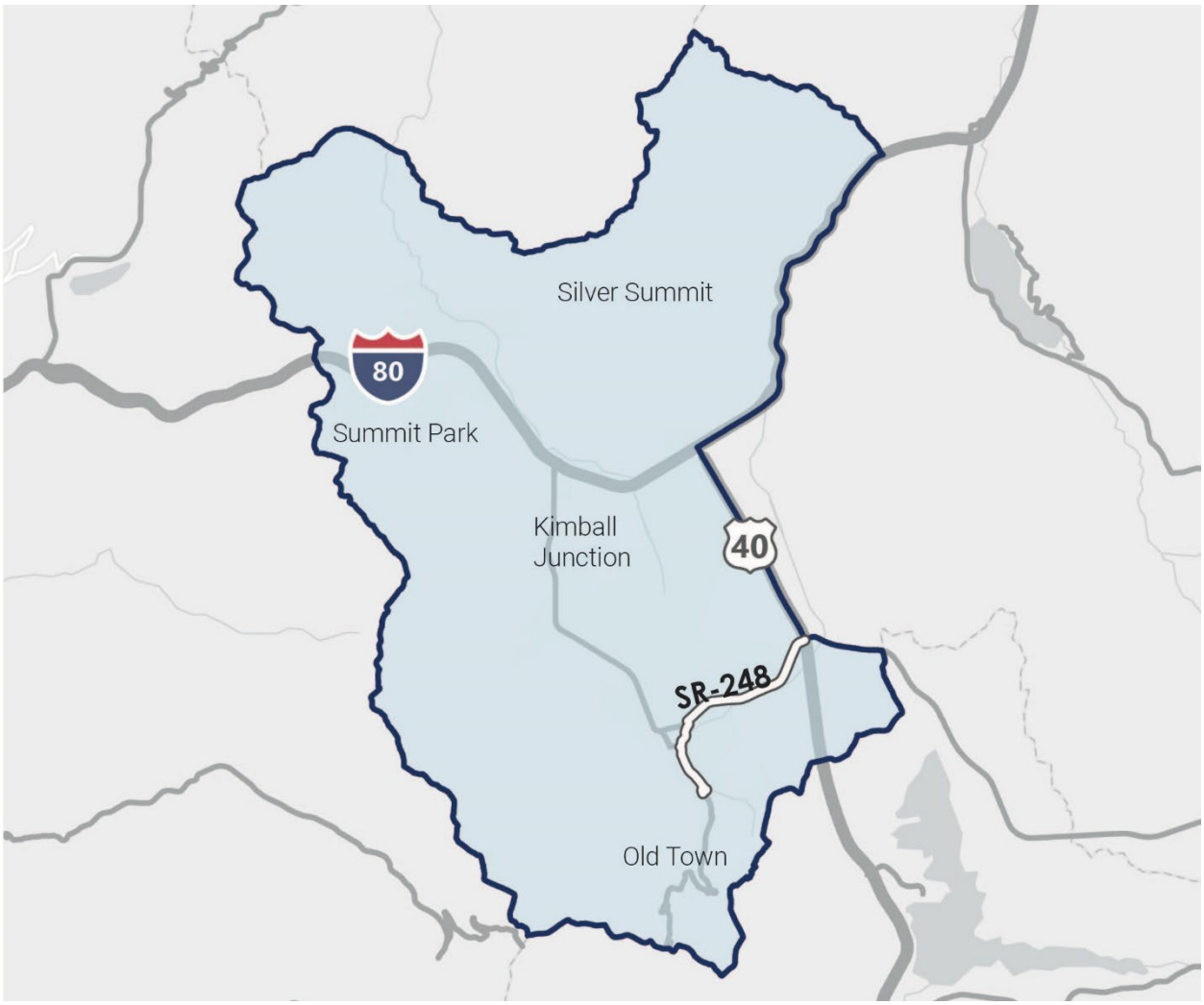
Figure 43 shows highlights of U.S. Census data from the American Community Survey (ACS) for the Park City Census County Division (CCD), a subcounty geographic area that includes the Snyderville Basin, Silver Summit, and Summit Park in addition to Park City (Figure 44). Over 16,000 people commute to Park City CCD for work, and 54% of the jobs in the area can fall under categories associated with tourism and hospitality. While the median household income in Park City CCD is $148,997, 36.6% of workers bring home just $1,250 or less each month.

**Figure 43. Travel Patterns to and From Park City, Monthly Earnings in Park City from 2022**




*Source: OnTheMap, and LEHD Origin-Destination Employment Statistics (U.S. Census Bureau, 2024)*

Figure 44. Subcounty Geographic Area used for Analysis in Figure 43




*Source: Summit-Wasatch Travel Demand Model v2.1 (Kem C. Gardner Policy Institute, May 2024)*

## 3.2.3 Low Income and Minority Communities/Populations

The Environmental Protection Agency's (EPA) Environmental Justice Screening Tool identified the following low income and minority communities/populations within a 0.5-mile radius of the study area. The EPA Environmental Justice Screening Tool analysis here is based on the U.S. Census Bureau, ACS 2018-22.

A 0.5-mile radius is a standard transit walkshed where a person can reach a transit stop or station by walking, biking, or rolling. Also, industry guidance from resources like FHWA (Federal Highway Administration), AASHTO (American Association of State Highway and Transportation Officials), and NACTO (National Association of City Transportation Officials) have determined

that people are generally willing to walk distances of 0.25 to 0.5 miles to access transit. As the distance to transit increases, the number of pedestrian trips decreases.

Table 17 shows the low income and minority communities/populations within a 0.5-mile radius of the study area and for the State of Utah. 29% of the population living within a 0.5-mile buffer from the study area are of a minority and 17% of the households are low-income.

**Table 17. Low Income and Minority Communities/Populations Demographic Indicators**

| DEMOGRAPHIC INDICATORS | PERCENTAGE WITHIN 0.5-MILE OF STUDY AREA | PERCENTAGE IN STATE |
|---|---|---|
| Linguistically isolated | 1% | 2% |
| Over age 64 | 11% | 12% |
| People of color | 29% | 23% |
| Less than a high school education | 2% | 7% |
| Low income | 17% | 25% |
| Under the age of five | 4% | 7% |

Low-income working families rely on public transportation not only to get to work, but also to access the many activities that are required to maintain employment, such as traveling to childcare providers, health care facilities, and job training sites.

Figure 45 Percentage of Minority population by Ethnicity in the Study Area

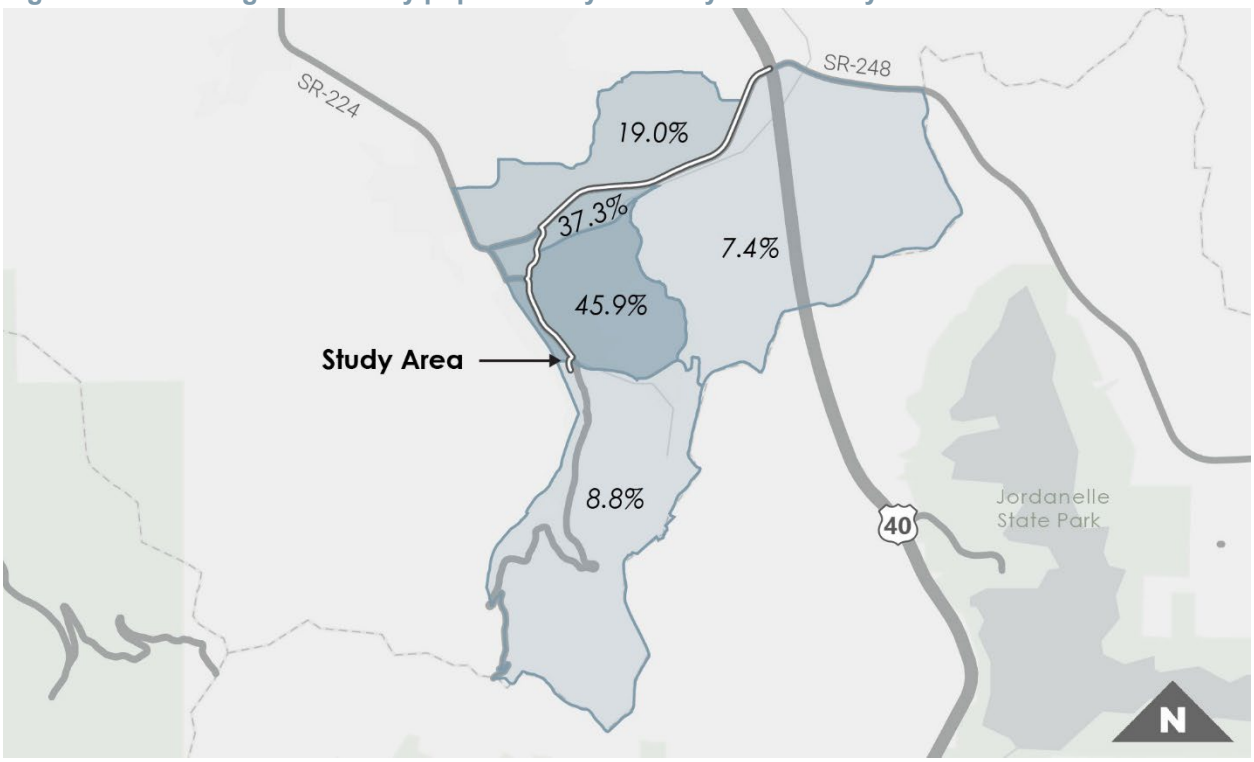



Figure 46 Percentage of Minority Population by Race in the Study Area

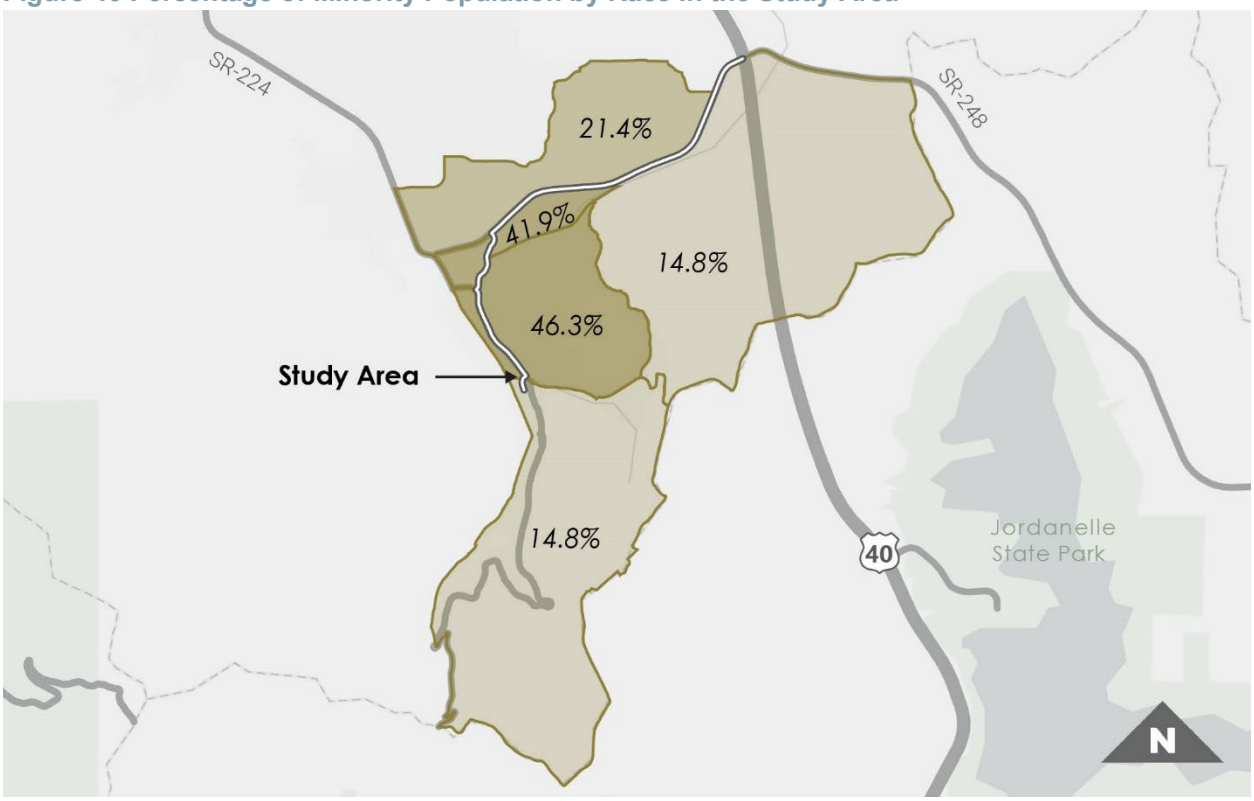
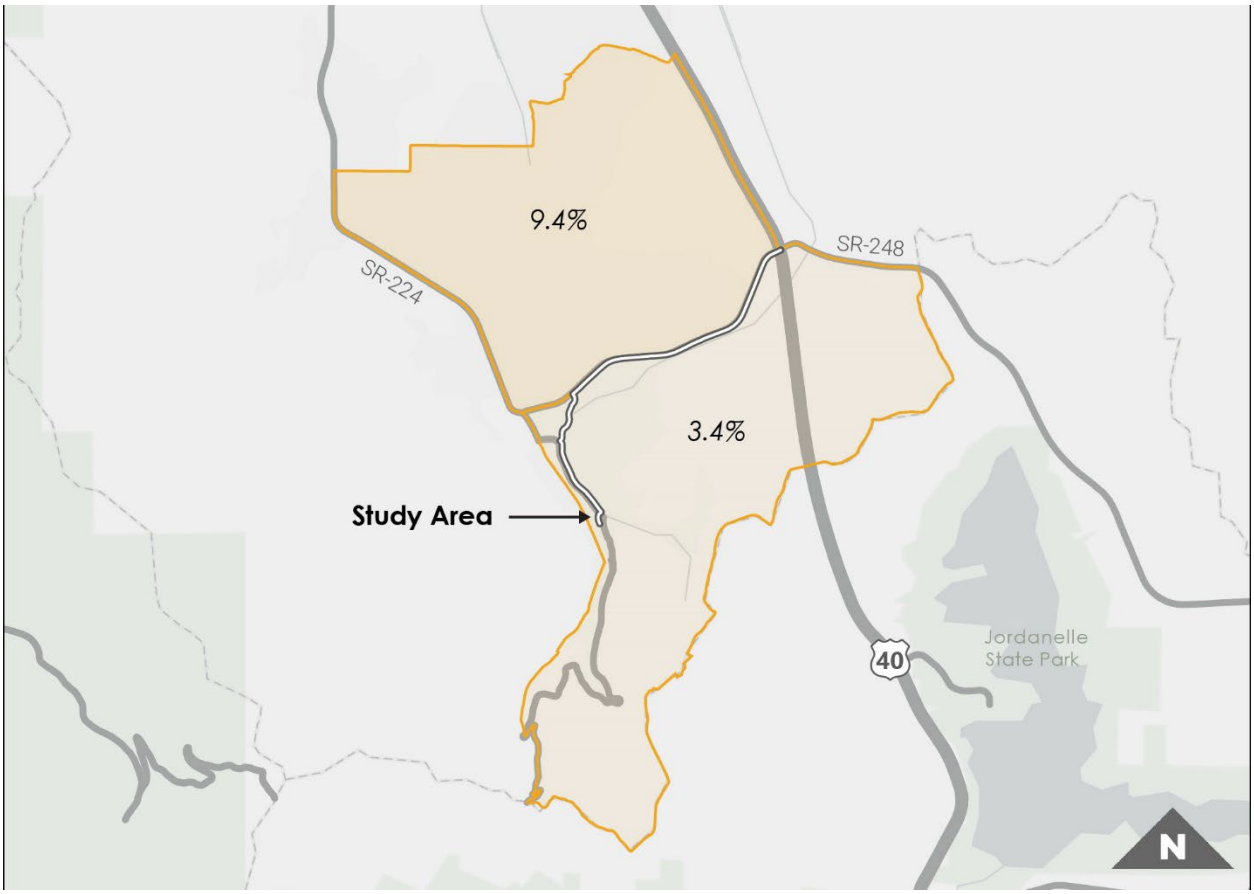


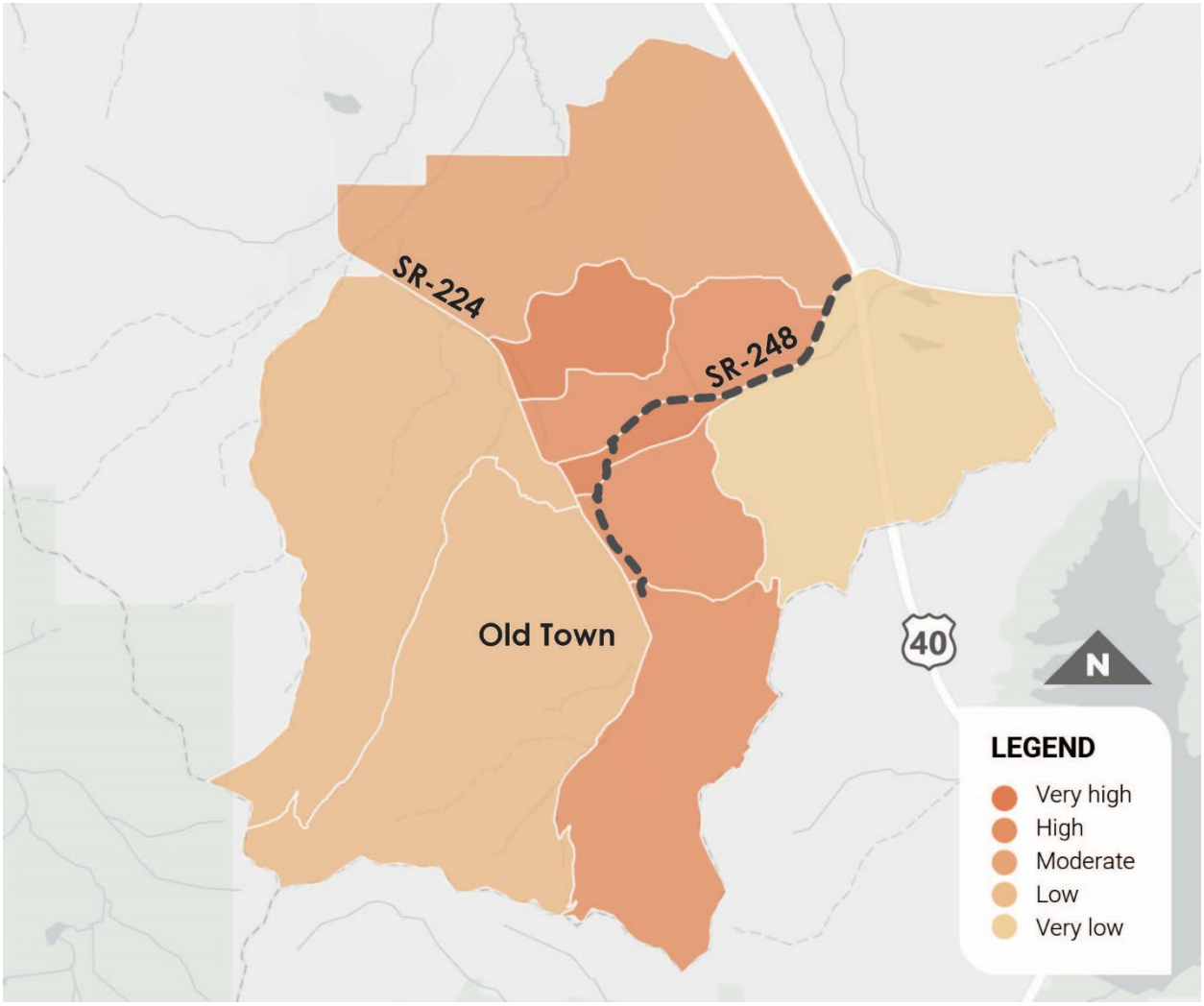
Figure 47 Percentage of Low Income Population in the Study Area




## 3.2.4 Transit Dependency

The Park City SRTP developed a transit dependency index (TDI) to determine various populations with a higher need for transit service. The index utilizes population density, no-car households, poverty level, older adults, and youth populations paired with population density to determine the TDI value for each census block group (Figure 48).

Figure 48. Transit Dependency Index




*Source: Park City Short Range Transit Plan (PCMC, 2023b)*

The census block group along SR-248 in the Very High category is a key consideration for transit equity strategies and, based on the demographic indicators above, is likely to generate higher ridership than other census block groups.

# 4 ENVIRONMENTAL CONSIDERATIONS

The following summary provides a high-level overview of relevant environmental considerations for the SR-248 Transit Study. This review uses readily available data to identify environmental impacts that may constrain project development (more information can be found in Attachment A Environmental Screening Memorandum). A more detailed and comprehensive analysis of potential environmental impacts will be conducted during the NEPA document preparation phase.

Farmland of statewide importance exists within the study area located on the south side of SR-248 between US-40 and Prospector Park. Of the five block groups that exist within the study area, three include minority populations greater than the Summit County overall minority percentage of 15.2 and ethnic minority percentage of 11.2. Hispanic residents are the largest minority population group in the study area. One census tract within the study area has a higher percentage of residents living below the poverty threshold (9.4%) than the Summit County average (5.2%).

Noise and vibration-sensitive areas, including residences, schools, parks, and businesses exist within the study area and are subject to an impact analysis and evaluation of mitigation measures.

According to the Federal Emergency Management Agency (FEMA) maps, the study area overlies the 100-year floodplain that is associated with Silver Creek. As a tributary to the Weber River, Silver Creek is considered a jurisdictional Water of the United States (WOTUS), protected under the Clean Water Act. Wetlands are most likely found along SR-248 but may also exist near Bonanza Drive and Deer Valley Drive.

Ute ladies'-tresses is the only listed threatened or endangered species with the potential for suitable habitat occurring in the study area. Information gathered from the Utah Natural Heritage Program (UNHP) has recorded occurrences of two species protected under a Conservation Agreement (CA), Bonneville cutthroat trout and Columbia spotted frog, within a 0.5-mile radius of the study area. Greater sage-grouse has also been recorded within 0.5 miles of the study area. There is the potential for suitable habitat for Bonneville cutthroat trout and Columbia spotted frog to occur in Silver Creek.

A file search identified seven archaeological sites and 77 historic buildings within the study area. Forty-five historic buildings are considered eligible for the National Register of Historic Places (NRHP). Six historic buildings are already listed in the Park City Main Street Historic District. Historic properties that are listed on or eligible for listing on the NRHP also qualify for Section 4(f) protection, as do five public parks. One Section 6(f) property (City Park) is located within the study area.

Hazardous material sites are located throughout the vicinity of the study area. Most of these sites are petroleum storage tank facilities located adjacent to SR-248. Four superfund sites exist within the study area. Two sites (the Richardson Flat Tailings and Silver Maple Claims) are

located near SR-248, and two sites (the Old Park City Dump and Marsac Mills) are located near Bonanza Drive. Several open and closed Underground Storage Tanks (USTs) and Leaking Underground Storage Tanks (LUSTs), as well as one Tier 2 Facility are located within the study area.

# 5 RELATED POLICIES AND PLANS

## 5.1 COMMUNITY PLANS AND POLICIES

Many plans and studies completed over the last several years discuss the growing traffic congestion along key corridors in Park City and the need for a more robust public transit system in Park City, especially on Park City's gateway corridors. This section provides a high-level summary of related plans, reports, and studies that are pertinent to the Re-create 248 Transit Study. The following information will be taken into consideration during the development, evaluation, and refinement of alternatives.

### *5.1.1.1 Emerging Disruptors: Future Of Transportation 2024*

PCMC conducted the Emerging Disruptors: Future of Transportation Study to identify and screen a set of transportation investments, "disruptors," that, if implemented, would alter the way people travel to and around Park City. The primary purpose of the study was to identify concepts that encourage the use of alternative transportation modes to travel to and from Park City, particularly during the peak winter season. Table 18 below shows the eight recommendations that were proceeded to the next steps and reviewed by the Stakeholder Committee.

**Table 18. Emerging Disruptors: Future of Transportation Concepts**

| DISRUPTOR | DESCRIPTION | STAKEHOLDER COMMITTEE RECOMMENDATION | CORRELATION TO RE-CREATE 248 TRANSIT STUDY |
|---|---|---|---|
| Dedicated Bus Lane | Introduce new transit-only lanes in Park City and extend the SR-224 BRT-dedicated bus lanes to the OTCC. Day visitors and commuters would be diverted to conveniently located capture and intercept lots near freeway exits. | Supported, if existing lanes are repurposed and minimal right-of-way acquisition or roadway expansion is required. | No direct effect would occur on the SR-248 corridor, although it is an opportunity to ensure future transit connections are considered and integrated, especially the proposed dedicated bus lanes to the OTCC. |
| One-Way Loop | Introduce a major one-way loop concept, or a counterclockwise traffic pattern, which would convert SR-248, SR-224, and Bonanza Drive into a large one-way traffic loop. This could improve circulation in heavily trafficked areas while allowing for transit-only lanes without right-of-way expansion. | Not Supported. | This disruptor would improve afternoon travel time from Park City Mountain Resort and Deer Valley Resort to SR-248. However, it would require a second eastbound lane on SR-248 to achieve full benefits. |

| DISRUPTOR | DESCRIPTION | STAKEHOLDER COMMITTEE RECOMMENDATION | CORRELATION TO RE-CREATE 248 TRANSIT STUDY |
|---|---|---|---|
| Aerial Gondola | Provide direct travel between major resorts and commercial areas within Park City. A gondola would require minimal ground space utilization. However, locating appropriate areas for towers can be challenging. | Supported, if it reduces travel time over vehicles and provides new entry points into town. | The gondola would run along major commercial and resort centers within Park City, potentially diverting some traffic from SR-248. However, it would not likely serve destinations along the SR-248 corridor, which sees high trip demand currently. |
| Passenger Rail | Introduce passenger rail to Park City, including different modes such as light rail, streetcar, elevated rail, and commuter (heavy) rail. | Conditionally supported, as a regional Wasatch Back service with UDOT, metropolitan planning organizations, and HVT/UTA leadership. Not supported as an internal-only rail system. | No specific route was assigned to this disruptor. However, this disruptor comes from the Valley to Mountain Alternatives Analysis Study, 2018, so it likely focuses on SR-224 and has no direct effect on SR-248. |
| Salt Lake City International Airport Connection | Explore different operation plan options for bus service to provide direct and integrated connection from Park City to the Salt Lake City International Airport. | Supported, if strategic partners are included and there is a plan for first/last mile connections. | No specific route was assigned to this disruptor. However, this disruptor comes from the Valley to Mountain Alternatives Analysis Study, 2018, so it likely focuses on SR-224 and has no direct effect on SR-248. |
| Reversible Flex Lanes | Consider reversible flex lanes on Park City's corridors, including SR-224 and SR-248, to help improve traffic flow in and out of town. Reversible lanes optimize existing roadway infrastructure during peak traffic conditions by increasing capacity in one direction while reducing it in the other. | Supported, if analysis shows increased capacity and reduced congestion and if it does not require roadway expansion or new right-of-way. | This disruptor comes from the SR-248 Corridor Study, 2009. Analysis showed reversible lanes along SR-248 west of Wyatt Earp Way will fail due to the high number of turning movements on SR-248 into the school zone. And reversible lanes may only be considered from Wyatt Earp Way to Richardson Flat Road. |
| Vehicle-Free Zone | Consider vehicle-free streets in Park City. Main Street was specifically discussed, but other streets could also be considered. This disruptor focuses less on improving travel conditions and more on placemaking, pedestrian safety, and enhancing economic opportunity. | Supported, as an economic development/ placemaking project. | This disruptor likely would not affect SR-248. |

| DISRUPTOR | DESCRIPTION | STAKEHOLDER COMMITTEE RECOMMENDATION | CORRELATION TO RE-CREATE 248 TRANSIT STUDY |
|---|---|---|---|
| Underground Transportation Tunnels | Introduce tunnels consisting of a single lane of traffic utilized by a private fleet of electric vehicles. Consider a network of transportation tunnels to facilitate mobile around Park City. The concept requires deep boring to create underground tunnels with a 12-foot radius. The proposed network would connect top destinations such as Old Town, Quinn's Junction, Park City Mountain, and Deer Valley Snow Park. | Supported, pending feasibility studies. | Two of the three proposed tunnel alignments run along SR-248. |

#### *5.1.1.2 Bonanza Park Redevelopment Study 2024*

Park City has issued the request for proposals for the redevelopment of the Bonanza Park site (5-acre property) into a mixed-use area that includes affordable housing, commercial spaces, and community areas. The study is expected to begin in December 2024 and is based on the recently finished study of the Bonanza Park Small Area Plan. The redevelopment will introduce higher-density, mixed-use areas, which are likely to increase vehicle traffic. This anticipated growth supports the need for reliable transit to address future transportation demand and explore other transportation modes, such as walking and bicycling, to reduce reliance on personal vehicles and improve overall mobility.

#### *5.1.1.3 Intersection Control Evaluation Study 2024*

UDOT is conducting an ICE Study to review and refine concepts that will enhance access for buses entering and exiting the OTTC. Expected results will be available in December 2024.

#### *5.1.1.4 Main Street Area Plan 2024*

The goal for the Main Street Area Plan was to develop infrastructure for improved access, enhanced residents' quality of life, stabilized workforce, and business success while improving economic vibrancy. This study provided recommendations for placemaking and redesigning current spaces to enhance pedestrian-friendliness. This study launched in May 2024 and is now in the process of developing detailed scenarios with the goal of being reviewed by the City Council by the end of 2024.

#### *5.1.1.5 Park City Bicycle and Pedestrian Plan 2024*

The study goal was to identify future projects and initiatives that will make walking and bicycling in Park City safer and more convenient. The plan also focused on establishing a clear direction for PCMC on the next steps and how to prioritize investments. The pedestrian and bicycle recommendations along SR-248 include connecting the Rail Trail to the Kearns Pathway Trail

and SR-248 by adding a high-comfort facility along Comstock Drive and Bonanza Drive and adding a secondary facility along Deer Valley Drive.

### 5.1.1.6 Park City Regional Park and Ride Study 2023

The Park City Regional Park and Ride Study was a joint project between Summit County and PCMC and supported by UDOT Technical Assistance Grant. The goal of the study was to develop a regionally supported Park and Ride plan. This study focused on four park and ride lots in the area, including Jeremy Ranch Park and Ride, Ecker Hill Park and Ride, Kimball Junction Park and Ride, and the Richardson Flat Park and Ride. The online public survey of the study shows that the most commonly used park and ride lot among users was Kimball Junction, despite its small size (36 spaces). More than a third of users said they drove 5 miles or more to reach the park and ride lot. About 16% said they use park and ride lots as part of their work commute, which could be attributed to “lack of parking at destination” as the top reason for using park and ride lots. There were 1,161 people who participated in the public survey.

The key findings from the existing conditions analysis of these four park and ride lots are:

- Some existing park and ride lots have a very limited parking supply and limited ability to increase parking stall numbers to meet future demand. (Kimball Junction is the most used park and ride but only has 36 spaces, and using the adjacent parcel would require an above-grade parking structure.)
- Developing new park and ride lots is a complicated due to navigating land ownership combined with the cost of land. The most feasible sites for park and ride expansion are those already owned by PCMC or Summit County, including expanding Kimball Junction Transit Center and land at Quinn’s Junction.
- Parking counts taken during January 2024 showed overall utilization of the park and rides was below 40%. Improved transit connectivity, wayfinding, incentives, and amenities are required to improve the efficacy of the park and ride system.
- Existing park and ride lots are lacking basic amenities.
- People want more direct transit connections to ski resorts that have limited parking and parking fees.

As part of this study, eight final recommendations were provided based on a 15-year timeframe, which included park and ride expansion within Park City as well as regional locations like Salt Lake City near I-80 and downtown Heber. The recommendations are listed in Table 19 below.

Table 19. Park City Regional Park and Ride Study Recommendations

| OPTION | DESCRIPTION | ESTIMATED POTENTIAL PARKING YIELD | NET NEW PARKING | KEY USER & STAKEHOLDER PRIORITIES | | | | ESTIMATED ORDER OF MAGNITUDE CAPITAL + OPERATIONS COST |
|---|---|---|---|---|---|---|---|---|
| | | | | Convenient Gateway Location | Nearby Amenities | Existing Transit Service | Existing Infrastructure/ Parcel | |
| 1 | Expand Kimball Junction Park and Ride lot with an above-grade parking structure | 300 | 264 | ✓ | ✓ | ✓ | ✓ | $$$ |
| 2 | Build a new park and ride lot at Quinn's Junction | 300 | 300 | ✓ | | ✓ | | $$ |
| 3A | Establish a long-term parking lease agreement with an existing Salt Lake City-area park and ride lot near I-80 | 245 | 0 | ✓ | ✓ | ✓ | | $ |
| 3B | Build a new permanent Salt Lake City-area park and ride lot near I-80 to replace the existing short-term lease lot | 245 | 0 | ✓ | ✓ | | | $$$ |
| 4 | Build a new park and ride lot at the Cline Dahle property on Rasmussen Road south of the Jeremy Ranch Park and Ride lot | 500 | 500 | | | ✓ | | $$ |
| 5 | Build one high-capacity, peripheral park and ride lot | 1,200 | 0 | | | | | $$$ |
| 6 | Work with Wasatch County to build a park and ride lot in central Heber | 100 | 100 | ✓ | ✓ | ✓ | | $$ |
| 7 | Establish a centrally managed or peer-run network of carpooling sites to supplement the park and ride network | 120 | 120 | | ✓ | | ✓ | $ |

### 5.1.1.7 Phoston Spur Trail and SR-248 Feasibility Study 2024

UDOT will initiate a feasibility study (beginning fall 2024) to look at potential improvements to the Rail Trail from Promontory Ranch Road to SR-248 as well as the Phoston Spur from SR-248 to Jordanelle Parkway. The study will also include evaluating the feasibility of a trail bridge over SR-248 east of the SR-248 interchange.

### 5.1.1.8 Park City Short Range Transit Plan 2023

This study focused on meeting the mobility needs of a high-visitation and resort region while helping to mitigate the need to expand roadway and parking capacity. The study goal was to provide decision-makers with the tools to evaluate and plan transit services for the next 5 years. The study identified focus areas and core tenants for transit investment, several of which are correlated with SR-248:

- SR-248 Corridor Investments
  - New express routes with 15–20-minute peak frequency
  - BRT infrastructure long-term
- Microtransit for Low Income and Minority Communities/Populations
  - Park Meadows, Thaynes Canyon, Quinn's Junction areas
  - Deer Valley, Snow Park, Royal Street, Aerie, Solamere
- High-Frequency Core/Express Routes
  - Green and Red routes improve to 15-minute peak frequency
  - More direct, bidirectional routes
- SR-248 Services
  - Direct service to both base areas during peak seasons
  - Park and Ride Lots: Richardson Flat near-term, long-term in discussion with County

### 5.1.1.9 Park City Gondola Feasibility Study 2020

A preliminary feasibility study was conducted to explore the possibility of connecting major Park City destinations using a system of gondolas, with one alignment consideration adjacent to SR-248. The study identified major nodes to connect into, including the OTTC, Deer Valley, Snow Park base area, the Park City Mountain Resort Base, and the not-yet-developed Bonanza Park (formerly known as the Arts and Culture District) area. The study identified a project cost of $64 million, with an additional $3.5 million in annual operations and maintenance costs.

### 5.1.1.10 SR-248 Environmental Assessment Study 2020

UDOT, with support from Park City, conducted an Environmental Assessment (EA) that evaluated long-term transportation needs on SR-248. The project's boundaries were SR-224 on the west and US-40 on the east. The existing roadway varies from two lanes to five lanes, causing travel delays at peak times. Potential improvements include roadway capacity improvements, multimodal improvements, and/or transportation demand management strategies to address existing and future transportation needs.

Capacity improvements recommended in the EA would involve widening the entire study area to a five-lane cross-section. The cost estimate for the widening was approximately $60 million. At the time of the study, UDOT stated that the morning rush hour drive into SR-224 from US-40 was 9.8 minutes and was predicted to increase to 20 minutes by 2040 if no improvements were made. The EA was not formally finalized or adopted, as there was no consensus on what alternative best served Park City's needs, and there was no transit-forward solution identified.

### *5.1.1.11 Hideout's Richardson Flat Annexation 2018*

The town of Hideout, UT revised their annexation policy plan to include property in the Richardson Flat area so it can be developed to provide goods and services to the approved 20,000 new housing units around the Jordanelle Reservoir. The development plans will create walkable shopping facilities, 17 miles of trails, and preserved open space. These amenities will be located around the existing Richardson Flat Park and Ride.

### *5.1.1.12 UDOT SR-248 Concept Report 2014*

UDOT completed a Concept Report aimed at improving the capacity and bike facilities along SR-248 between SR-224 and US-40. This included the potential widening of most of the roadway to a five-lane configuration with bike lanes in both directions. The Concept Report supported conducting an EA and proceeding with the design phase for the High School Tunnel (2017-2020).

### *5.1.1.13 UDOT SR-248 Corridor Plan 2009*

This study was built upon Park City's Entry Corridors Management Strategic Plan, adopted in 2006. A key objective of the strategic plan was to "ensure the current capacity of entry corridors are utilized effectively before expanding roads or related infrastructure." Between the adoption of the strategic plan and the adoption in 2009 of the SR-248 Corridor Plan, six different studies were completed for SR-248. The 2009 Corridor Plan examined alternatives between SR-224 and US-40, including a four-lane design, directional lanes, and dedicated bus/HOV lanes.

The final recommendation was a four-lane design that included HOV lanes and fit within the road's existing footprint. The recommendations included pedestrian improvements, intersection improvements, and reprogramming of travel lanes to support peak-hour HOV/bus lanes. Elements of the plan implemented by UDOT and PCMC included:

- HAWK beacon (signalized pedestrian crossing) mid-block at Park City High School
- Pedestrian tunnel at the Park City High School campus
- Removal of barrier in the "narrows" east of Wyatt Earp Drive
- Installation of bike lanes from Wyatt Earp Drive to US-40
- Richardson Flat Road intersection improvements and widening and travel lane extension from Round Valley Drive to just west of Richardson Flat Road

### *5.1.1.14 Park City Forward 2022*

The purpose of Park City Forward, the Long-Range Transportation Plan, was to engage and educate the community about citywide development and transportation trends, seek input on mobility needs, articulate values and a shared vision, and define an actionable set of projects and priorities. Planned projects along the study area are SR-248 corridor mobility improvements, SR-248 transit corridor study, park and ride facilities north of SR-248 close to US-40, intersection improvements at SR-248 and Richardson Flat Road, intersection improvements at Bonanza Drive and Prospector Avenue, and intersection improvements at Deer Valley Drive and Aerie Drive.

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# **ATTACHMENT A:** ENVIRONMENTAL SCREENING MEMORANDUM