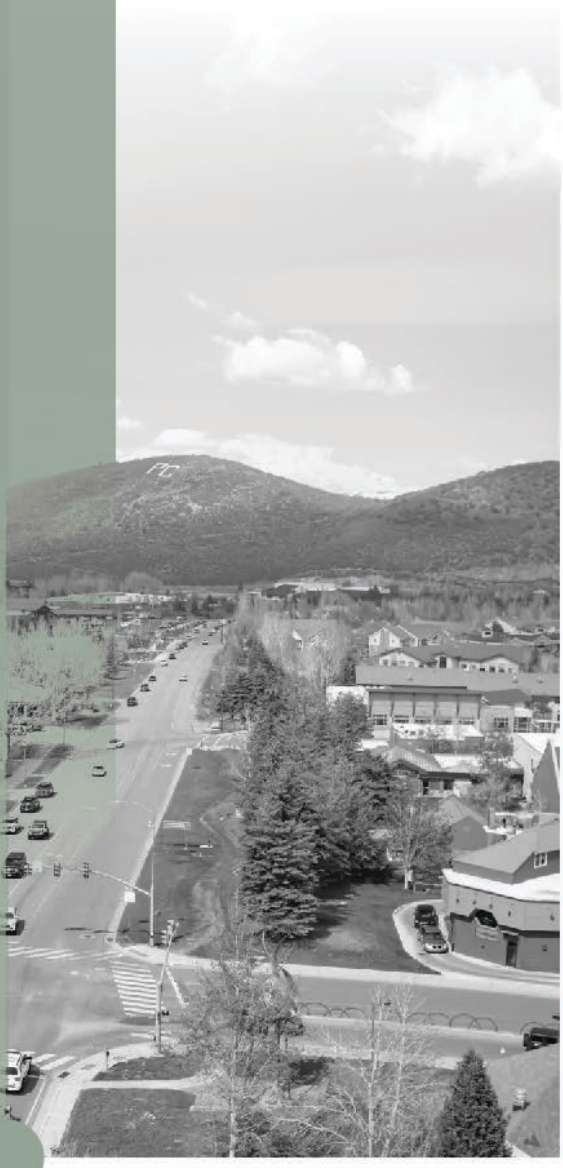
Re·create 248

LEVEL 1 SCREENING SUMMARY

June 2025



Re·create 248

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Acronyms and Abbreviations

AGT	Automated Guideway Transit
BRT	Bus Rapid Transit
CIG	Capital Investment Grant
HVT	High Valley Transit
FTA	Federal Transit Authority
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
MOE	Measures of Effectiveness
OTTC	Old Town Transit Center
PCMC	Park City Municipal Corporation
PCT	Park City Transit
Rail Trail	Historic Union Pacific Rail Trail
Re-create 248	Re-create 248 Transit Study
SRTP	Short Range Transit Plan
SWG	Stakeholder Working Group
TAC	Technical Advisory Committee
UDOT	Utah Department of Transportation

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 follows the Federal Transit Authority (FTA)-appropriate planning process and 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).

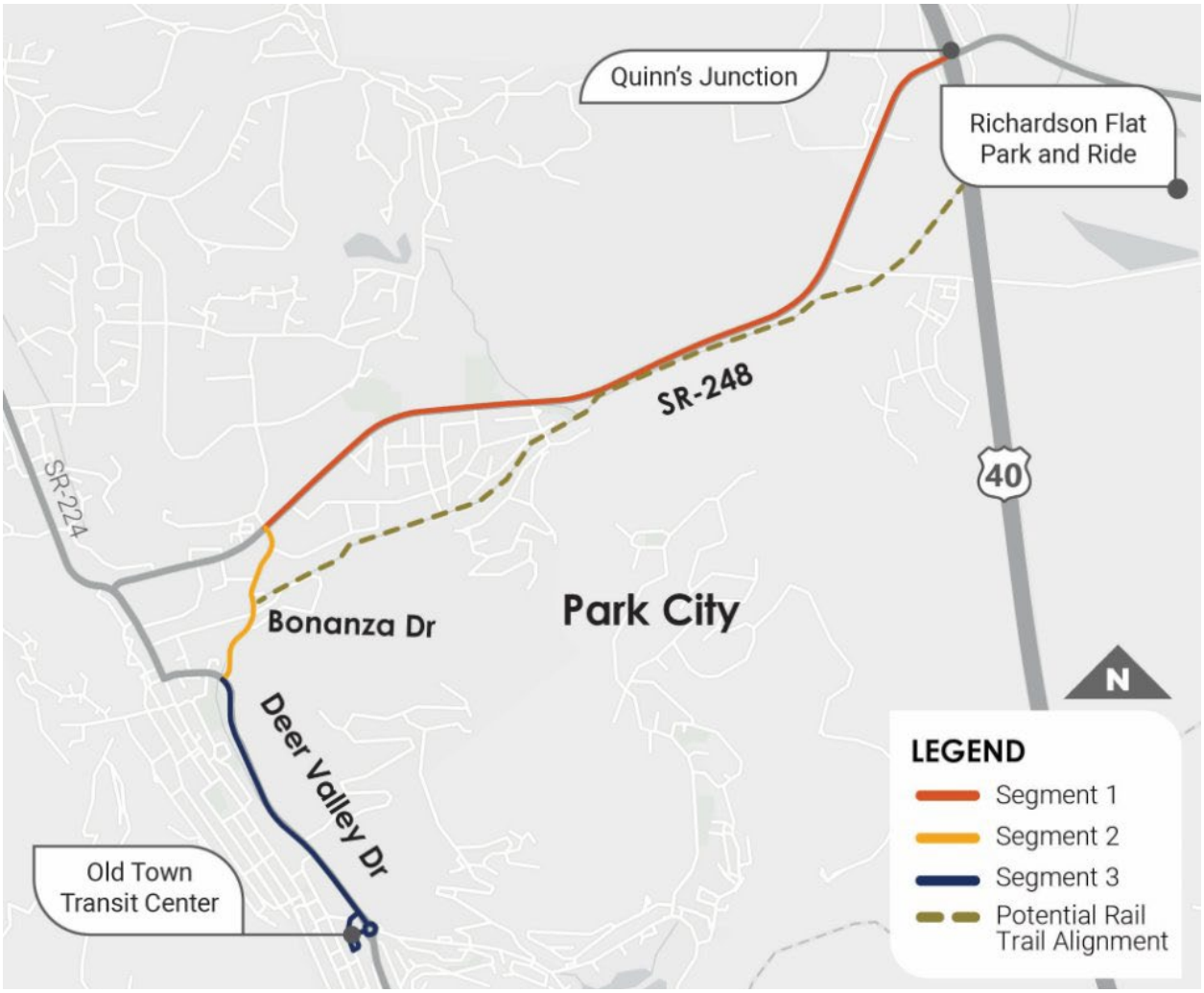


Figure 1. Re-create 248 Study Area Map

1.2 STUDY AREA

The study area for Re-create 248 is between SR-248 from Quinn's Junction to Bonanza Drive with a connection to Richardson Flat Park and Ride (Segment 1), Bonanza Drive from SR-248 to Deer Valley Drive (Segment 2), Deer Valley Drive from Bonanza Drive to the Old Town Transit Center (OTTC) (Segment 3), and the Historic Union Pacific Rail Trail (the Rail Trail) from Quinn's Junction to Bonanza Drive (Figure 1.)

1.3 REPORT PURPOSE

This report summarizes the initial Level 1 Screening process conducted to determine which of the range of viable alternatives best meets the Purpose and Need Statement while minimizing community impacts.

This report describes the:

- Methodology used for evaluating the Level 1 transit alternatives
- Level 1 Screening results
- Feedback from the Stakeholder Working Group (SWG) and the Public Open House related to the Level 1 Screening evaluation

The **Stakeholder Working Group** is comprised of community representatives, elected officials, and technical experts. The SWG engaged at key milestones throughout the process.

The **Public Open House** was held on May 13, 2025, where the Purpose and Need, Range of Alternatives, Purpose and Need Screening, and Level 1 Screening results were shared.

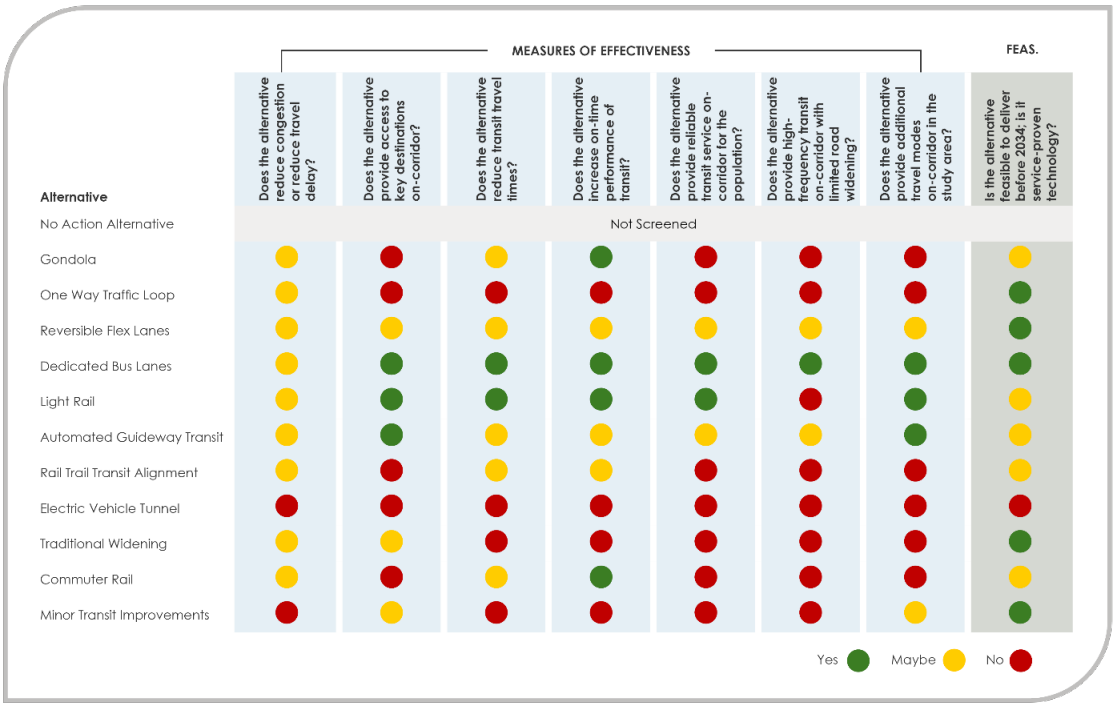
1.4 PREVIOUS PURPOSE AND NEED SCREENING RESULTS

The Level 1 Screening builds off of the Purpose and Need Screening, completed in the Fall of 2024. An initial range of twelve alternatives were screened to ensure that the alternatives advancing into Level 1 met and addressed the project's Purpose and Need and eliminated any options that did not clearly meet Purpose and Need and/or had fatal flaws likely to prevent successful implementation. The range of alternatives came from previous studies and plans, input from the community within those previous efforts, and direction from staff and local leadership. Additional information can be found in the **Purpose and Need Screening Report (January 2025)**. Measures of effectiveness (MOEs) were developed, and each alternative was assessed using a three-scale rating (yes, no, and maybe), for instance:

- **Yes** – the mode clearly needs the Purpose and Need and the MOEs
- **Maybe** – the mode may meet the Purpose and Need and MOEs with certain considerations, OR additional information and analysis is needed to determine IF the alternative can properly meet the criteria
- **No** – the mode does not meet Purpose and Need or MOEs

The summary of the Purpose and Need Screening is as follows (Table 1):

Table 1. Purpose and Need Screening Results



The alternatives screened out at this phase included gondolas, one-way traffic loops, reversible flex lanes for cars (with the caveat that reversible flex lanes will be studied for exclusive transit use during this process), streetcar, electric vehicle tunnels, traditional roadway widening, and minor transit improvements (Figure 2). The alternatives screened out were not transit solutions, and/or did not meet the Purpose and Need Statement. Alternatives that advanced into Level 1 Screening met the Purpose and Need, or did not have enough data or definition to screen out at this phase.

Figure 2. Alternatives that did not Advance to Level 1 Screening

2 LEVEL 1 SCREENING PROCESS

The Level 1 Screening process (Figure 3) was a NEPA-appropriate initial evaluation that included developing high-level design footprints and general alignment assumptions for the three alternatives (modes) and the two alignments (SR-248 and the Rail Trail corridor). The goals of Level 1 Screening were to:

- Evaluate the remaining alternatives that advanced through the Purpose and Need Screening using the Measure of Effectiveness (MOEs) as defined in that report.
- Reduce and refine the viable alternatives to eliminate those that have the potential to be more impactful on the build or natural environment, and/or that may not serve populations in the study area as well.
- Identify a reduced number of alternatives to advance into the detailed Level 2 Screening effort, forthcoming.

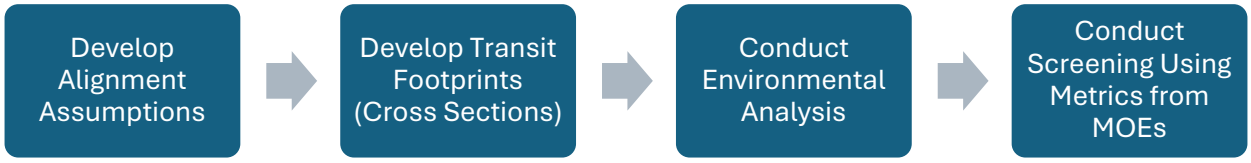


Figure 3. Level 1 Screening Process

2.1 ALTERNATIVES THAT ADVANCED INTO LEVEL 1 SCREENING

The following alternatives were recommended to advance into Level 1 Screening from the Purpose and Need Screening Report. The recommended modes and alignments that came out of the screening are as follows, and are found in Table 2:

- On-corridor alignment (SR-248)
  - Bus Rapid Transit (BRT)
  - Light Rail (LRT)
  - Automated Guideway Transit (AGT)

- Off-corridor alignment (Rail Trail)
  - BRT
  - LRT
  - AGT

An AGT White Paper was developed to inform the definition and evaluation of this mode, see Appendix B for details.

Table 2. Alternatives that Advanced into Level 1 Screening

MODE	DEDICATED BUS LANES	LIGHT RAIL	AUTOMATED GUIDEWAY TRANSIT/ MONORAIL
EXAMPLE			
DEDICATED LANES?	Yes – dedicated bus lanes	Yes – electrified guideway	Yes – elevated guideway
PASSENGER CAPACITY	60-90 passengers per bus	120-180 passengers per car	8-80 passengers per car
COMPATIBLE WITH EXISTING SYSTEM?	Yes	No	No
OTHER CONSIDERATIONS?	• Recommended as priority project in Park City Forward. • Compatible with High Valley Transit and Park City Transit plans.	• Steep grades and curves may prohibit service. • Requires separate operations and maintenance facility.	• May not be eligible for federal funding. • Requires separate operations and maintenance facility.

LEVEL 1 SCREENING

The Level 1 Screening process focused on determining which alternative(s) best meets the purpose of the project. The primary purpose of this project is to:

- Support the transportation demands of population and employment growth, and economic resiliency in the region.
- Increase the reliability, access, and overall resiliency of travel on the corridor.
- Enhance the quality of life for people by improving access to opportunities between existing and planned centers, housing, and key destinations.
- Support local and regional plans and policies that address transportation demand management.
- Enhance mobility along the corridor through transportation choices.

Additionally, a **feasibility metric** was identified in the Purpose and Need Screening phase and was carried through into Level 1 Screening. Park City stakeholders, the public, and elected officials agree it is important to identify, study, design, and construct a transit project on this corridor prior to the 2034 Utah Winter Olympics. The transit service will serve both residents and visitors during this time and will remain a lasting transit investment for the community into the future. The feasibility metric also assessed whether the alternative was a service-proven technology and likely to be eligible for future federal funds from the Federal Transit Authority (FTA), and whether it is compatible with the existing service and transit authority functions.

Feasibility Metric:

- Is it feasible to implement before 2034? Y/N
- Is it a service proven technology? Y/N
- Is it compatible with the existing regional transit system? Y/N

2.1.1 Overview

Table 3 is an overview of the Level 1 Screening results. This evaluation included primarily qualitative measures that correspond with the Purpose and Need and MOEs, as well as additional planning-related factors, such as potential impacts to sensitive environmental resources. **Please see Table 5 at the end of this report for the detailed screening results.**

Level 1 Screening is high-level and used to illustrate key differences between alternatives based on mode and corridor characteristics and identifies the best performing options. The Level 1 Screening assessed the alternatives using a three-scale rating (high, medium, and low) based on comparative performance between alternatives or level of potential impact(s). For instance:

- **High Performing** – the alternative performed best or better than most other alternatives OR has limited or no potential impacts

- **Medium Performing** – the alternative does not perform distinctly better or worse than other alternatives, OR has moderate levels of potential impacts
- **Low Performing** – the alternative performs poorly compared to the other alternatives, OR has high levels of potential impacts

Table 3. Summary of Level 1 Screening Results

MEASURES OF EFFECTIVENESS	METRIC	ON-CORRIDOR (SR-248/BONANZA/ DEER VALLEY DRIVE)			OFF-CORRIDOR (RAIL TRAIL)			NO-ACTION ALTERNATIVE
		BRT	LRT	AGT	BRT	LRT	AGT	
Provides access to key destinations on-corridor	Current and future population employment in the proximity to the alignment(s), ¼ mile and ½ mile analyses.	🟢	🟢	🟢	🟡	🟡	🟡	🔴
Reduction in transit travel times	Average speed considerations based on corridor and mode characteristics.	🟢	🟢	🟢	🟢	🟢	🟢	🔴
Travel on-time performance	Potential to accommodate exclusive transit operations. Compatibility with local and regional system.	🟢	🟡	🟡	🟢	🟡	🟡	🔴
Reliable transit on-corridor for low-income and youth populations	Proximity to low-income, youth, and no-car household populations (¼ mile).	🟢	🟢	🟢	🟡	🟡	🟡	🔴
Provides high-frequency transit on-corridor with limited road widening	Potential for adverse effects on the natural or built environment, and property.	🟢	🟡	🟡	🟡	🔴	🔴	🔴
Provides additional travel modes on-corridor	Alignment of alternative and proximity to key destinations, ¼ mile analysis.	🟢	🟢	🟢	🟡	🟡	🟡	🔴
Feasible and service proven?	Feasible to implement by 2034? Y/N. Service-proven tech? Y/N. Forward-compatible? Y/N.	🟢	🟡	🔴	🟢	🟡	🔴	🟢

Green: High performance and/or low impact
Yellow: Moderate Performance and/or moderate impact
Red: Low performance and/or high impact

Based on the purpose statements and a desire to serve the largest number of people in the study area, **the on-corridor alignment performs better than the off-corridor alignment**. The Rail Trail alignment does not evaluate as well as the SR-248 alignment due to its greater distance from serving populations and centers. A major tenet of the Purpose and Need is to provide on-corridor access; the off-corridor alignment does not meet this expectation or provide the same access for the community. Additionally, **BRT performs best compared to the other alternatives for meeting the feasibility metric**; there is a desire to be actionable by 2034, therefore, LRT and AGT evaluated less favorably in this criteria due to lack of operation and maintenance facilities able to accommodate these modes, and no local transit authority currently trained on operating, maintaining, and making design exceptions for the rail-based modes at this time. Additionally, AGT has ambiguity around the ability to obtain federal funds for this mode and uncertainties of manufacturing lead times.

2.1.2 Detailed Results

This section provides detailed descriptions of key findings for each MOE. Table 5, at the end of this report, presents the Level 1 evaluation findings in detail, including specific data points tied to each of the metrics listed in Table 3 above.

Measure of Effectiveness: Provides access to key destinations on-corridor

The on-corridor alignment performs very well due to its ability to service current and future populations, employment centers, affordable housing complexes, the Park City School District, and medical care facilities in the study area. Because these destinations are primarily located on SR-248, Bonanza Drive, and in Old Town Park City, an on-corridor alignment provides greater access over the Rail Trail corridor alignment. Additionally, there are higher concentrations of populations adjacent to SR-248 than the Rail Trail, indicating the on-corridor alignment would serve more passengers.

The off-corridor Rail Trail alignment does not provide as much access for populations as the on-corridor alignment, which is more proximal to people, destinations, and connections to other transit services.

The on-corridor versus off-corridor performance analysis is the same for each *mode* alternative.

Measure of Effectiveness: Reduction in transit travel times

Specific to the mode options, LRT and AGT have potential operational challenges compared to BRT, with lower speeds than desired for a high-capacity transit route in this study area. Potential station spacing in this environment would limit operational speeds, and from a travel time perspective, may not compete well with driving. These two rail-based services also require certain specifications for turning radii, which are wider than bus turning radii, creating a larger footprint and slower turning speeds. Horizontal curves and grade changes on Bonanza Drive and Deer Valley Drive would also limit the operating speed of rail-based service. The current

curvature and grades of Bonanza Drive do not meet minimum standard design criteria for LRT, but could potentially qualify for exceptions from the transit authority.

The off-corridor Rail Trail alignment is attractive for operational travel time considerations due to its assumed operational efficiencies, including fewer intersections, signals, and reduced conflicts with other roadway users, for a portion of the alignment. However, passengers may need to walk further to their destinations from the stations.

Measure of Effectiveness: Travel on-time performance

Transit travel times and transit reliability considerations were taken from industry standards for these modes (i.e., top speeds for each mode, generally), and the ability for the alternative to operate in exclusive right-of-way. At this phase, all modes were determined to be able to meet this criteria by assuming they will operate in dedicated transit guideways for both on- and off-corridor alignments.

Measure of Effectiveness: Reliable transit on-corridor for low-income and youth populations

The on-corridor alignment is more proximal to higher concentrations of the population. The demographic and socio-economic analysis conducted determined that an on-corridor alignment provides access to a larger subset of low-income and youth populations than an alignment on the Rail Trail. Six of the census block groups within a ¼ mile of SR-248 have youth populations around ~20% of the total population, compared to only three census block groups along the Rail Trail. See Table 5 below for details.

Measure of Effectiveness: Provides high-frequency transit, on-corridor, with limited road widening

Preliminary design footprints were developed and used to conduct a desktop environmental analysis to determine to what level the alternatives may have potential adverse effects on the natural and/or built environment. The on-corridor alignments appear to be less impactful to the natural environment, primarily because they had minimal impacts to wetlands and the built environment. The off-corridor alignments all indicated potential adverse impacts to wetlands and other environmental resources, and depending on mode, may impact the built environment more at the Bonanza Drive intersection. See Appendix A for a summary of the environmental screening memorandum.

All footprints on roadway corridors follow the alignment of the corridor and are based on UDOT's Light Rail Manual of Instruction and UDOT's Bus Rapid Transit Manual of Instruction standards for lane widths, track widths, and buffer widths, along with desirable minimum curve radii where new curves are introduced. Some existing horizontal curves on certain alignments do not meet the desired minimum.

The footprints on the Rail Trail alignment are based on assumed desirable widths with some guidance from the UDOT manuals for required separation between the Rail Trail pathway and the transit.

The footprints are “high level," created by offsetting the edges of pavement or backs of sidewalks to determine the footprint boundary evenly on each side. Minimal design and engineering were conducted to layout lanes throughout the corridors. Design refinements can be made to reduce and/or alter the footprints to avoid issues to some extent.

The PCMC community has expressed that road widening is unfavorable for congestion management but may be accepted in certain locations to allow for dedicated transit service. An on-corridor alignment has fewer widening implications than the Rail Trail corridor. The off-corridor footprints assumed a cross-section that included rebuilding the recreational Rail Trail parallel to the transit service, ensuring it would still provide multi-use recreational and transportation connections for non-motorized trail users, which resulted in an overall wider footprint.

Measure of Effectiveness: Provides additional travel modes on-corridor

At this high-level stage, all modes utilizing the on-corridor alignment of SR-248 were determined to be able to meet this criterion of providing travel modes on-corridor. The off-corridor alignment does not meet this MOE for the portion utilizing the Rail Trail section, since it is not an on-corridor alignment.

Measure of Effectiveness: Feasible and service proven

Feasible: Refers to whether a potential project is implementable within the parameters set up by the local agency. In this instance, can the service be realized and in operation prior to the 2034 Utah Winter Olympics? Several factors go into this feasibility metric, including whether the local agency can either fund solely with local funds in the timeframe, or secure enough federal and/or state funds to execute the service in this timeframe. Additionally, lead times for manufacturing buses, trains, or other service vehicles, as well as operations and maintenance facilities, must be considered. FTA’s Buy America requirements dictate that domestically manufactured products and construction materials should be prioritized. This applies to transportation and transit infrastructure like roads, bridges, and transit systems and materials like iron and steel. Vehicles and other transit infrastructure must be obtainable from U.S. manufacturers, or it must be proven that no other reasonable alternative can be found in the U.S. to utilize foreign materials. Additionally trains have longer lead times for building compared to buses; buses have more options for Buy America standards.

Providing a high-frequency and high-capacity transit service on SR-248 with the ability to connect into the regional transit network within the next 8-10 years is also a key feasibility consideration as this study evaluates and ultimately identifies an LPA. Park City Transit (PCT) and High Valley Transit (HVT) both operate bus-based public transit in the study area. Both agencies are equipped to operate bus service and on-demand micro transit service using shuttles and vans. Their current operations and maintenance facilities, mechanics, and operating staff are trained exclusively on the bus systems. Due to the existing bus maintenance and operational infrastructure, a BRT system would be easier to implement in the corridor than LRT or AGT systems.

Service Proven: Refers to fixed route transit service, including modes like buses, trains, or commuter rail/subways, that are publicly funded and regularly operated. Service proven technologies have a track record of reliable service and are often funded by the federal government due to their reliability and historic successes. BRT and LRT are deemed service proven by the FTA, and there are many historical examples of FTA funding these transit systems. FTA has provided a statement that AGT, defined as monorail for this evaluation, services may be evaluated on a case-by-case basis for eligibility for use of Capital Investment Grant (CIG) funds to construct, and while there are a few examples of FTA-funded monorail systems in the United States, they have not been consistently funded at the federal level and not in recent years. Research on past and existing monorail systems in the United States reveals that only two out of eight systems received FTA funds for initial construction. The latest system to receive FTA funding is located in Honolulu, HI, and is currently under construction. The estimated cost of this system is $8 billion, and the FTA has provided $1.55 billion in funds, with the project now in the planning and early construction phases, spanning over 20 years. The second system to receive FTA funding is located in Jacksonville, FL, and was constructed in 1989. The cost was $183 million, and the FTA (then known as UTMA) granted $23.5 million in funds. The monorail system in Seattle, WA, was privately funded at the time of construction; however, in 2022, the FTA granted $15 million in funding for ADA accessibility updates. Funding LRT or AGT solely using local funds is likely unfeasible in the timeframe available to implement service prior to the 2034 Winter Olympics. See Appendix B, AGT White Paper for additional information.

In summary, BRT and LRT are considered service proven technologies as FTA and Park City defines them. AGT may be considered on a case-by-case basis but proves riskier for the timeline and funding requirements of this mode.

3 PUBLIC INPUT

The Stakeholder Working Group (SWG) met on April 2, 2025, to receive updates on existing and future conditions, the development of Purpose and Need, and the Purpose and Need Screening findings. The SWG provided constructive feedback as representatives of the community or on behalf of the organizations they were attending on behalf of. The main themes of this group were:

- **A desire for durable decisions.**
    - The group expressed concern over ensuring a decision could be made quickly and could withstand the test of time, especially as the November 2025 election approaches.
    - Stakeholders had concerns over selecting a complex mode, or an alternative that is not service proven, worrying it would be harder to find consensus and project owners to advance it.
    - Questions were asked regarding who the decision-makers were and who would champion this future project in the long term.

- **Concerns regarding the off-corridor alignment**.
    - Concerns around noise, vibration, ROW impacts, and impacts to open space were voiced. Members of the group expressed that utilizing the Rail Trail would negatively impact the Park City Heights clubhouse and residents in the Prospector neighborhood.
    - Concerns regarding access to key destinations, such as the Park City School District campus, were also expressed.
- **Interest in BRT and LRT.**
    - The group was supportive of the BRT alternative due to its compatibility with the existing transit system and user experience.
    - Additionally, stakeholders viewed this as a positive option in terms of meeting the feasibility metric.
    - Some members of the group voiced support for LRT as the best option, wanting to ensure the project could accommodate future growth and was responsive to the desire for a regional rail or high-capacity transit network from Salt Lake, into Summit and Wasatch counties.

The Re-create 248 Transit Study Team participated in Park City Municipal Corporation's (PCMC) Spring Projects Open House on May 13, 2025. The study team hosted a section of the open house for members of the public to meet the study team, learn about the study's purpose and need, and provide feedback on the range of alternatives and the fatal flaw screening results. Attendees were given a pamphlet to document comments and feedback while they visited each of the five stops:

1. Study Overview
2. Purpose and Need and Purpose
3. Range of Alternatives and Purpose and Need Screening Results
4. Level 1 Evaluation Summary
5. Next Steps

A total of thirty-one individuals attended the Re-create 248 section of the open house, and thirteen public comments were received and documented.

The public provided written feedback, summarized in Table 4.

Table 4: Public Provided Written Feedback Summary

TOPIC	NUMBER OF COMMENTS	THEME	DESCRIPTION
STOP 1 – STUDY OVERVIEW Do you have any feedback on this process?	5	Positive Study Support	The comments reflect a positive reception of the study's objectives and methodology.
STOP 2 – PURPOSE AND NEED Do the Purpose and Need capture the vision for mobility on this corridor and in Park City?	4	General Agreement	Several attendees responded positively, suggesting that there is a baseline agreement with the Purpose and Need as presented.
	1	Accessibility and Convenience	One commenter emphasized that the proximity of bus stops is crucial for encouraging public transit use, particularly for individuals in ski boots, suggesting that closer bus stops would enhance ridership.
STOP 3 – RANGE OF ALTERNATIVES Do you have any feedback on the Purpose and Need Screening process or the alternatives that were advanced into Level 1?	4	Questions About Flex Lanes and Alternatives Screening	Attendees expressed confusion over why flex lanes were not advanced and sought clarity on the criteria used for eliminating certain alternatives.
	2	Dedicated Bus Lane Preference	Two participants expressed a preference for dedicated bus lanes.
STOP 4 – LEVEL 1 EVALUATION Which of the three modes fits best with the community context in Park City?	10	Strong Support for Dedicated Bus Lanes	Multiple comments emphasized a preference for dedicated bus lanes as the primary mode of transit, highlighting their importance for effective service.

TOPIC	NUMBER OF COMMENTS	THEME	DESCRIPTION
	2	General Support for Light-Rail Transit (LRT)	Some attendees expressed interest in light-rail transit (LRT) and suggested starting with dedicated bus service to create opportunities for future rail connections. Some concerns about the noise impacts of LRT were expressed.
STOP 4 – LEVEL 1 EVALUATION Which alignment do you prefer (Rail Trail or SR-248)?	7	Strong Preference for SR-248	Comments expressed a clear preference for the SR-248 alignment, with attendees emphasizing their support for this option over the Rail Trail alignment.
	4	Rail Trail Dissent	Some participants expressed dissent for the rail trail, citing concerns about safety, wildlife, access and preservation of open space, view sheds, and quality of life. Comments were made about the trail's vital role as a recreational space that preserves Park City's identity.
STOP 5 – NEXT STEPS What should we consider as we advance our evaluation?	7	Various Consideration Requests	The following topics were requested to be considered: ○ Community values and aesthetic ○ Publicizing the council's decisions regarding BRT, LRT, and next steps, including details on right-of-way studies and cost considerations ○ Add ski locker buildings to Park & Ride to incentivize bus use ○ Complete engineering analysis of bus lanes

4 NEXT STEPS

The goal of the Level 2 Screening process is to advance a smaller number of alternatives that performed best, into a greater detail of analysis. The Level 2 Screening will provide greater definition to the alternative, including service assumptions, station locations, and specific alignment details, and will result in the selection of an LPA. A detailed design exercise and robust ridership and operational analysis will be conducted using FTA's STOPS ridership forecasting model. Station locations and their potential impacts will be determined. Reversible flex lanes for transit will be considered as a design alternative.

Additional screening metrics will be utilized in the Level 2 Screening process to determine which potential alternative best aligns with FTA's Capital Investment Grant (CIG) program and to assess eligibility and competitiveness for future federal funds. The previously defined MOE of 'corridor operations' will also be evaluated in Level 2. Future service will be assessed to determine how it may impact corridor operations and the potential influence that center- or side-running transit, with and without flex lanes, has on travel delay and transit travel times.

Once the LPA is selected, findings will be presented to the public and the project will move into the next phase: environmental study and documentation and preliminary design.

Table 5. Detailed Level 1 Screening Results

Screening Criteria (MOEs)	METRIC	ON-CORRIDOR ALTERNATIVES (SR-248, BONANZA DRIVE, DEER VALLEY DRIVE)			OFF-CORRIDOR ALTERNATIVES (RAIL TRAIL, BONANZA DRIVE, DEER VALLEY DRIVE)			NO ACTION ALTERNATIVE (Not scored – provided for comparative purposes)
		BRT	LRT	AGT	BRT	LRT	AGT	
Provides access to key destinations on-corridor	Current and future population and employment in proximity to the alignment(s), ¼ mile.	**High Performance**			**Medium Performance**			Current and future population and employment in proximity to the alignment(s) would grow as shown under the alternatives.
		Year / Population / Employment			Year / Population / Employment			
		2025 / 6,523 / 17,828			2025 / 5,568 / 15,847			
		2050 / 7,318 / 22,390			2050 / 7,899 / 18,794			
Reduction in transit travel times.	Average speed considerations based on corridor and mode characteristics.	**High Performance** Max speed of 75 mph. Assume a travel speed between 35-50 mph, in line with community context. Station spacing and signal priority will influence travel times.	**High Performance** Max speed of 55 mph. Assume a travel speed between 35-50 mph, in line with community context. Station spacing and signal priority will influence travel times.	**High Performance** Max speed of 65 mph. Assume a travel speed between 35-50 mph, in line with community context. Station locations and signal priority will influence travel times.	**High Performance** Max speed of 65 mph. Assume a travel speed between 35-50 mph, in line with community context. This alignment has an assumed benefit that no signalization will impede transit reliability, and no potential for conflicts with broken-down vehicles in shoulders.	**High Performance** Max speed of 55 mph. Assume a travel speed between 35-50 mph, in line with community context. This alignment has an assumed benefit that no signalization will impede transit reliability, and no potential for conflicts with broken-down vehicles in shoulders.	**High Performance** Max speed of 65 mph. Assume a travel speed between 35-50 mph, in line with community context. This alignment has an assumed benefit that no signalization will impede transit reliability, and no potential for conflicts with broken-down vehicles in shoulders.	Existing transit speeds would remain as is which are in line with community context.
Transit on-time performance	Potential to accommodate exclusive transit operations? Y/N. Compatible with existing system? Y/N.	**High Performance** Y Y	**Medium Performance** Y N	**Medium Performance** Y N	**High Performance** Y Y	**Medium Performance** Y N	**Medium Performance** Y N	Y N/A
Reliable transit on-corridor for low-income and youth populations	Proximity to current low-income, youth, and no-car household populations (¼ mile analysis).	**High Performance** The on-corridor alignment provides ¼-mile access to census tract 9643.08 with a 9.4% low-income rate census tract 9644.02 with a 3.4% low-income rate. It also provides ¼-mile access to **five** census tract block groups that have no-vehicle households. One block group has 6% no-vehicle households, two block groups are 5% no-vehicle households, one block group is 3%, and one is 2%			**Medium Performance** The off-corridor alignment provides ¼-mile access to census tract 9643.08 with a 9.4% low-income rate census tract 9644.02 with a 3.4% low-income rate. Compared to the on-corridor alignment, the rail trail provides less access to the census tract with the 9.4% low-income rate. It also provides ¼-mile access to **three** census tract block groups that have no-vehicle households. One of these block groups has 6% no-vehicle households and two block groups have 5% no-vehicle households.			Proximity to current low-income, youth, and no-car household populations would remain the same as shown under the on-corridor alternatives; however, without action, these populations have less opportunity to utilize public transit.

Screening Criteria (MOEs)	METRIC	ON-CORRIDOR ALTERNATIVES (SR-248, BONANZA DRIVE, DEER VALLEY DRIVE)			OFF-CORRIDOR ALTERNATIVES (RAIL TRAIL, BONANZA DRIVE, DEER VALLEY DRIVE)			NO ACTION ALTERNATIVE (Not scored – provided for comparative purposes)
		BRT	LRT	AGT	BRT	LRT	AGT	
		High Performance **Six** of the block groups within a ¼ mile of the on-corridor alignment have youth populations (under 18 years old) hovering around 20% of the total population. There are two at 21%, one at 20%, two at 19%, and one at 17%.			**Medium Performance** **Three** of the block groups within a ¼ mile of the rail off-corridor alignment have youth populations (under 18 years old) hovering around 20% of the total population. One is 21%, one is 20%, and one is 19%.			No change from current conditions.
Provides high-frequency transit on-corridor with limited road widening	Potential for adverse effects on natural environment.	**Medium Performance** This alternative potentially impacts approximately 0.29 acres of wetlands and 479 linear feet of streams.	**Medium Performance** This alternative potentially affects ~0.20 acres of wetlands and ~454 linear feet of streams.	**High Performance** This alternative shows no impact to wetlands or streams.	**Medium Performance** This alternative potentially impacts ~1.5 acres of wetlands and 4,071 linear feet of streams.	**Low Performance** This alternative potentially impacts ~3.3 acres of wetlands and ~4,237 linear feet of streams.	**Low Performance** This alternative potentially impacts ~3.4 acres of wetlands and ~3,697 linear feet of streams.	No new impacts to natural environment.
	Potential for adverse effects on the built environment and property.	**High Performance** The alignment remains mostly in the existing ROW.	**Medium Performance** The alignment remains mostly in the existing ROW with the exception of wider turning radii at intersections.	**Low Performance** This alignment expands the ROW footprint of the study corridor the most and affects the most parcels.	**Medium Performance** Potential for further impacts by the need to make connections to/from the trail to origins and destinations.	**Medium Performance** Potential for further impacts by the need to make connections to/from the trail to origins and destinations.	**Medium Performance** Potential for further impacts by the need to make connections to/from the trail to origins and destinations.	No new impacts to built environment.
Provides additional travel modes on-corridor	Alignment of alternative and proximity to key destinations, ¼ mile.	**High Performance** Compared to the on-trail alternatives, the on-corridor alignment provides closer, and more, connections to top destinations including the Snow Creek Market Place and Instacare health clinic. There are 18 high-density, affordable housing developments within a 1/4-mile of the corridor alignment.			**Medium Performance** The Rail Trail alignment is further away from top destinations that are located along the SR-248 corridor. There would be less direct connections to destinations like the Fresh Market plaza, Snow Creek Market Place, and Park City High School. There are 16 high-density, affordable housing developments within a 1/4 mile of the alternative alignments.			Alignment and proximity to key destinations would remain the same.
Feasible / Service-Proven Technology	Is this alternative feasible to implement by 2034? Y/N. Is this a service-proven technology? Y/N. Forward compatible with regional plans? Y/N.	**High Performance** Y Y Y	**Medium Performance** Y Y N	**Low Performance** N N N	**High Performance** Y Y Y	**Medium Performance** Y N Y	**Low Performance** N N N	N/A N/A N/A
Stakeholder and Public Feedback (Not used formally in the evaluation)	Meeting and open house feedback.	Broad support for this; it is compatible with the existing system, and seems most attainable to execute.	Some support for this; concerns over the cost of LRT in the short time frame.	Little support for this; concerns over viewshed, cost, and that it appears as a 'novelty idea' and not a transit service.	Concerns over impacts to the communities adjacent to the Rail Trail.			No specific comments were captured related to the No Action Alternative.

Re·create 248

APPENDIX A: ENVIRONMENTAL SCREENING MEMORANDUM

APPENDIX B: AGT WHITE PAPER