

## Project Overview

Summit County, Park City, and the Utah Department of Transportation (the project partners) are working with the Federal Transit Administration and community stakeholders to implement bus rapid transit (BRT) service on State Route (S.R.) 224. Once implemented, the S.R. 224 BRT would be the backbone of Summit County's transportation network and a lifeline for the rural-area business community that depends on moving thousands of employees each day.

For over 10 years, the partners have discussed options for improving non-automobile access to Park City's Old Town and major employers along S.R. 224 due to a growing need to address parking and traffic congestion problems.

The S.R. 224 BRT project being proposed by the partners would add dedicated lanes in each direction on much of S.R. 224 exclusively for use by transit, school buses, and emergency vehicles. Along with constructing new stations at two locations (and upgrading existing stations), this important investment would enable Park City Transit's existing Route 10 White bus service to operate as a true BRT system, providing **frequent, fast, and reliable transit service and helping S.R. 224 function better for all users.**



## Project Background

In 2018, the partners conducted a study (the Valley to Mountain Transit Alternatives Analysis, or AA) to evaluate implementing BRT on S.R. 224 in an effort to enhance existing multimodal transportation, improve safety, complement local and regional remote parking strategies, and meet sustainability and climate goals while protecting the area's pristine environment and maintaining Park City's small-town feel.

The study built on the successful and forward-thinking introduction of the battery-electric Route 10 White bus service. **Known locally as the Electric Xpress, this was the first free, electric, battery-powered express bus route in the nation.** The 10 White buses currently travel between the Kimball Junction and Old Town transit centers.



BRT would make the current service even better by introducing transit-only lanes to further ease the problems of congestion, vehicle backing, delay, and poor travel time on S.R. 224, along with state-of-the-art technologies and enhanced stations to improve reliability and generate equitable economic opportunities for all Summit County residents and those who commute to the greater Park City area for the many recreation and tourism-related jobs.

By enhancing the transit facilities and amenities that connect employment, residential and shopping areas, recreation resources, historic districts, cultural landmarks, and entertainment venues along S.R. 224 and in Park City, the project would further **improve mobility and accessibility for the people who live in, work in, and visit the project study area and offer an alternative to single-occupant vehicles.**

## Valley to Mountain Transit Alternatives Analysis

Between 2016 and 2018, Summit County and its partners conducted a transit alternatives analysis for the S.R. 224 corridor. The partners developed evaluation criteria based on the study's purpose, goals, and objectives that were then used to screen a wide variety of transit mode options for S.R. 224 between Kimball Junction and downtown Park City.

Once the transit mode options were screened, the study team conducted a second screening to determine the footprint within the S.R. 224 corridor for the transit solution's alignment.

The study team then evaluated the costs and benefits of the remaining mode options combined with the various alignment configurations to determine the best alternative to recommend as the Locally Preferred Alternative (LPA).

## Screening the Universe of Transit Mode Options (Level 1 Screening)

The partners analyzed a universe of possible transit modes to reduce the modal options to two or three of the most feasible and prudent options. The universe of transit mode options analyzed included electric BRT, light rail transit, aerial transit, automated guideway transit (including personal rapid transit), monorail, and various high-speed rail technologies.



## Screening Transit Mode and Alignment Options (Level 2 Screening)

The study team used a collaborative, iterative process, based on discussions with the partners and input from the public, to narrow the initial universe of transit mode options to the two most promising for S.R. 224: electric BRT and light rail transit.

Next, the study team considered the footprint for three potential alignments: down the center of, running on one side of, or running on both sides of S.R. 224. Each alignment's benefits, costs, and impacts were comparatively evaluated against those of each other alignment.

### Locally Preferred Alternative

The screening evaluation demonstrated that BRT on both sides of S.R. 224 was the strongest alternative. After reviewing the screening results and receiving feedback from community stakeholders and the public, the partners unanimously recommended BRT on both sides of S.R. 224 as the LPA.

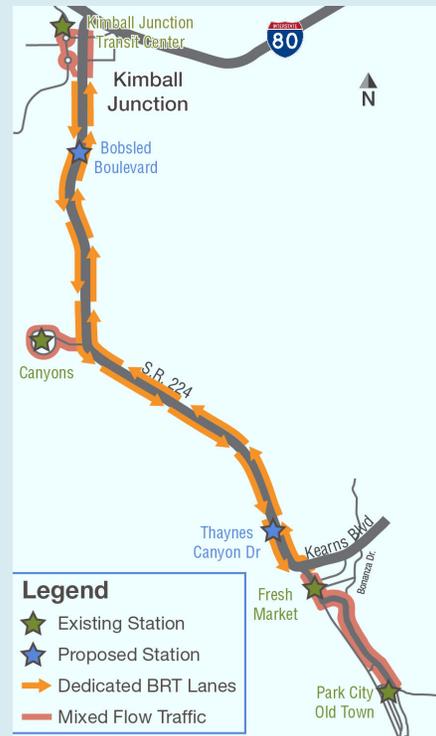
BRT is a high-quality public transportation system design to be fast, reliable, and more convenient than traditional bus routes. It operates much like rail service, with a dedicated transitway where appropriate, but uses bus vehicles.

As part of the ongoing environmental review process, the partners have determined that the BRT would operate in 12-foot-wide dedicated transit lanes on each side of S.R. 224 between Olympic Parkway and the Kearns Boulevard intersection.

The BRT would operate in mixed-flow traffic between the Kimball Junction Transit Center and Olympic Parkway and would also merge into mixed-flow traffic south of the S.R. 224 and Kearns Boulevard intersection en route to the Old Town Transit Center.

**Certain operational strategies along S.R. 224 will be analyzed to further improve travel times, speed, and reliability.**

The total alignment of the LPA is just over 7 miles and includes six potential stop locations: the Kimball Junction Transit Center area, the Canyons Village at Park City, Bobsled Boulevard, Thaynes Canyon Drive, Fresh Market on Park Avenue, and the Old Town Transit Center.



## Public Outreach and Current Study

### 2018 AA Process

The 2018 AA process was a collaborative effort among the project partners. Key staff from each partner entity met with the study team throughout the AA process to guide the project. The process also included coordination with local policy groups and outreach to the community at large.

Two formal online public meetings were held during each of the Level 1 and Level 2 screening phases as well as an open-house-format public meeting and a small focus group discussion during Level 2 screening.

The goals of the public and agency involvement process were to have an informed local community and government leadership to help make decisions regarding the recommendation and implementation of an LPA. Stakeholders had an opportunity to direct the project purpose as well as review and comment on the proposed transit mode and alignment alternatives at key milestones during the study.

Overall, people felt that congestion on S.R. 224 is a primary issue in the community that should be addressed. The majority of stakeholders who participated in the public meetings believed that better transit service would help solve congestion and mobility issues in the project study area.

**Once BRT is implemented, the Electric Xpress would be only the second rural BRT in the country.**



### Current Study

As one of the earlier steps on the way to implementing a transitway, the AA process studied the S.R. 224 corridor at a fairly high level. **Now, the partners, in cooperation with the Federal Transit Administration, are preparing an environmental document through the National Environmental Policy Act process to evaluate the environmental, social, and economic impacts of the LPA.**

Robust public and agency outreach will continue during the environmental review phase. The expected impacts of the project will be disclosed for the long-term operation of each alternative and for the short-term construction period. Measures to avoid, minimize, or mitigate any adverse impacts will be identified, evaluated, and adopted as appropriate.

Your comments will be used to identify concerns in the study area. Your input ensures that the recommended project will be an asset to the community. **We would appreciate receiving any feedback by October 1, 2021. Please submit any concerns or questions to Christin Carlson at [ccarlson@pennapowers.com](mailto:ccarlson@pennapowers.com).**