

Introduction

This summary describes the process by which a Locally Preferred Alternative (LPA) was recommended during the 2018 Valley to Mountain Alternatives Analysis (AA) Study.

The AA study evaluated the benefits, costs, and impacts of implementing a high-frequency transitway on State Route (S.R.) 224, the main highway into the heart of Park City, Utah.



The study was led by Summit County in cooperation with several project partners (the partners) including Park City, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) to identify a transit alternative that best meets the transportation needs of the local community.

Study Area

The study area is located in the communities of Snyderville and Park City in Summit County, Utah, located in the Wasatch Mountains 30 miles east of Salt Lake City. S.R. 224 is a state highway that serves as one of only two regional points of entry into Park City and serves several other key destinations including Canyons Village at Park City, the Utah Olympic Park, Swaner EcoCenter, and the Kimball Junction commercial center.

Project Background

The AA process focused on S.R. 224 between Kimball Junction and Park City's historic Old Town and included a terminus at a future Bonanza Arts and Culture Transit Center located at Kearns Boulevard and Bonanza Drive. The study built on the successful and forward-thinking introduction of the Electric Xpress bus service that currently travels between the Kimball Junction and Old Town transit centers, making it even better by introducing transit-only lanes to further ease the problems of congestion, vehicle backing, delay, and poor travel time reliability on S.R. 224.

Electric Xpress



The Route 10 (White) Electric Xpress bus started service in June 2017 and is the first free, electric, battery-powered express bus route in the nation—embodying Summit County's and Park City's commitments to energy efficiency and sustainability. The service provided 385,255 trips during its first 10 months of service.

The route is intended to offer a 10-to-15-minute trip via S.R. 224 directly between the Old Town Transit Center and the Kimball Junction Transit Center. However, recent data show that, because of traffic congestion on S.R. 224, the Electric Xpress has only a 66% on-time performance.

2018 AA Study Process

In conjunction with the partners, the study team developed evaluation criteria based on the AA's purpose, goals, and objectives that was then used to screen a wide variety of transit technology options for S.R. 224 between Kimball Junction and downtown Park City.

Once the transit technology 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 technology options combined with the various alignment configurations to determine the best alternative to recommend as the LPA.



Screening the Universe of Technology Options (Level 1 Screening)

The partners analyzed the universe of possible technologies in an effort to reduce the technology options to two or three of the most feasible and prudent options. The following universe of transit technology options was analyzed:

- Hybrid/electric bus rapid transit
- Rapid streetcar/light rail transit
- Aerial transit
 - Tram
 - Gondola
- Automated guideway transit
 - Personal rapid transit
 - Group rapid transit
- Monorail
- High-speed rail
 - Rapid rail transit
 - MAGLEV (magnetic levitation)
 - Hyperloop

Screening Technology and Alignment Options (Level 2 Screening)

The study team used a collaborative, iterative process, based on discussions with the partner steering committee and input from the public, to narrow, or screen, the initial universe of technology options to the two most promising options for S.R. 224. These two technology options were:

- Hybrid/electric bus rapid transit (BRT)
- Rapid streetcar/light rail transit (LRT)

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. The study team analyzed the benefits, costs, and impacts of BRT and rapid streetcar/LRT in the S.R. 224 corridor for the various alignment configurations.

Screening Summary

By looking at two technology options and three potential alignments, the study team evaluated various alternatives. Each alternative's benefits, costs, and impacts were comparatively evaluated against those of each other alternative.

This evaluation demonstrated that BRT on both sides of S.R. 224 was the strongest alternative. Public feedback from two online public meetings, an open house, and a focus group supported this conclusion.

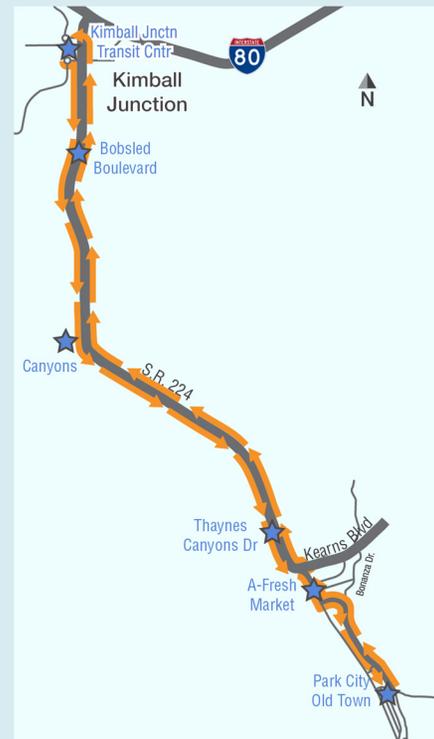
Locally Preferred Alternative Recommendation

After reviewing the screening results and receiving feedback from the partner steering committee and the public during the AA process, the partners unanimously recommended BRT on both sides of S.R. 224 as the LPA.

Since the AA process, Summit County and Park City have reconsidered the Bonanza Drive terminus and would prefer to move the southern terminus to the Old Town Transit Center to mirror the full, current extent of the Electric Xpress/10 White service and support a year-round destination to Park City's Old Town. **The LPA and operational details along the mainline and at each terminus will be**

refined during the environmental review process.

The total alignment of the LPA is just over 7 miles with six potential stop locations: the Kimball Junction transit center area, the Canyons Village at Park City, Bobsled Boulevard, Thaynes Canyon Drive, the A-Fresh Market on Park Avenue, and the Old Town Transit Center. The LPA consists of dedicated transit lanes on both sides of S.R. 224 that operate with the direction of traffic.



Park City Transit's existing fleet of electric buses would continue to be used for the project.

The LPA would have the following approximate costs:

- Capital cost: \$50.3 million
- Operating cost: \$3 million

Project Process and Public Outreach

The AA process was collaborative effort among the partners. Key staff from each partner entity joined the project steering committee that met 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 technology 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 will help solve congestion and mobility issues in the project study area.



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 (NEPA) process to evaluate any 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.