


State Route 248
 **ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40

Scoping Report
SR 248 Environmental Assessment

PIN 14549 / Project No. F-0248(17)0

January 2018

Prepared for: Utah Department of Transportation and Park City Municipal Corporation

Prepared by: H.W. Lochner | 3995 South 700 East, Suite 450 | Salt Lake City, UT 84107

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1.0 Project Overview

The Utah Department of Transportation (UDOT), in cooperation with Park City, is conducting an Environmental Assessment (EA) to evaluate the long-term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and US Route-40 on the east, and is approximately three miles long. The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

In compliance with the National Environmental Policy Act (NEPA), UDOT and Park City conducted an agency and scoping phase for the SR-248 EA. This report documents the work that took place during the scoping phase, an overview of the schedule, a summary of the public scoping meeting, and comments received.

The project team began work on the EA in mid-2017 and conducted a public scoping open house November 14, 2017. Following the scoping phase, the process will continue with development of purpose and need, alternatives, draft EA for public review and comment, with a final EA and Decision Document expected in spring 2019.

2.0 Scoping Phase

The scoping phase began on October 16, 2017 when agency letters were mailed and continued through December 29, 2017 when the public comment period closed. The purpose of scoping was to share information about the SR-248 EA process; and listen and learn from the public regarding issues, concerns, goals, and objectives and solutions.

Agency Scoping

The project team contacted agencies thought to have interest in the project due to presence of resources under their jurisdiction or because of land owned and/or managed by their agency within the study area. Letters were mailed out on October 16, 2017 soliciting input and inviting agency representatives to the November 14 public meeting. One formal response letter was received from the US Environmental Protection Agency. See Appendix A for the agency contact list, agency scoping letter, and response received.

Scoping Advertisement

The project team advertised the public scoping meeting and comment period to the community through the following methods:

- Ran advertisement in the Park Record on November 8, 2017;
- Updated City Council on November 9, 2017;
- Sent email to stakeholder database for the project on November 10, 2017;
- Park City sent e-blast to residents on November 7, 2017;
- Park City posted updates to Facebook on November 11, 2017; and
- Interviewed with Park Record for news article that ran on November 11, 2017
- Updated project website on November 14, 2017.

A copy of each advertisement can be found in Appendix B.

Public Scoping Meeting

A public scoping meeting was held on November 14, 2017 at Treasure Mountain Junior High, located at 2530 Kearns Boulevard (on the project corridor). The meeting was held in an open house format and 113 people signed in at the meeting. Visuals, videos, and maps provided information about the project for attendees. Project representatives were available to answer questions one-on-one and listen to concerns. Comment forms were available at the meeting to fill out and leave or mail in. A project information sheet was available as a handout. A large map of the project area was available and attendees left comments on the map indicating areas where they had concerns.

Meeting information shown at the public open house was also available through the website, so that residents or interested parties not able to make it to the meeting could be engaged. Comment forms were available on the website to submit electronically.

Meeting sign in sheets, visual boards and maps, and views of the website are available in Appendix C.

3.0 Comment Summary

The official public scoping comment period began on November 14, 2017 and ran for 45 days (allowing time through the holidays), ending on December 29, 2017.

Comments were gathered through the following methods:

- Comment form available at the open house
- Email to sr248improved@utah.gov
- Mailed to SR-248 Project Team, c/o Lochner, 3995 South 700 East, Suite 450, SLC, UT 84107
- Online comment form at <http://www.udot.utah.gov/sr248improved>

A total of 54 hard copy comment forms were completed and submitted by attendees of the public scoping meeting, 38 comments were submitted by email or filled out on the website, and 5 letters were sent by mail for a total of 97 comments. (Four comments related to scoping were received outside the official comment period and are included in the total.) The project will continue to collect comments at various stages throughout the EA process.

The following is a summary of common themes from scoping comments received. The number next to each indicates the number of comments related to that theme.

- Desire to keep rail trail for recreational use (49)
- Experience congestion now and know it will get worse (46)
- Desire to improve and incentivize transit or carpooling rather than provide capacity for additional vehicles (42)
- Protect open space, wildlife habitat, water quality and wetlands (27)
- Existing noise and air pollution and there is concern that this project will make it worse. (26)
- Concern for school access and safety (21)
- Concern for pedestrian safety at crossings (desire for under or overpass for safety and to reduce congestion) (20)

- Desire to evaluate managed lanes (reversible or HOV) (18)
- Difficult to make left turns onto SR-248 (16)
- Concern regarding speeding (12)
- Mixed views regarding bike lanes on SR-248 (10)
- Concern for neighborhood cut-through traffic (5)

Comments are available in Appendix D.

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Appendix A: Agency Scoping

SR-248 Environmental Assessment

Agency mailing list

Name/Title	Agency	Mailing Address	Phone	Email
Jason Gipson, Intermountain Representative	US Army Corps of Engineers	533 West 2600 South, Ste. 150 Bountiful, UT 84010	801-295-8380	Jason.a.gipson@usace.army.mil
Deb Thomas, Acting Regional Administrator	Environmental Protection Agency	1595 Wynkoop Street Denver, CO 80202-1129	303-312-6312	Thomas.deborah@Epa.gov
Michael C. Weland, Executive Director	Utah Reclamation Mitigation and Conservation Commission	230 South 500 East, #230 Salt Lake City, UT 84102-2045	801-524-3146	urmcc@usbr.gov
Reid Nelson	Advisory Council on Historic Preservation	401 F Street NW, Ste. 308 Washington D.C. 20001- 2637	202-517-0228	rnelson@achp.gov
Larry Crist, Field Supervisor	US Fish and Wildlife Service	2369 Orton Circle, Ste. 50 West Valley City, UT 84119	801-975-3330	Larry_Crist@fws.gov
Derrick Radke, Public Works Supervisor	Summit County	1755 South Hoytsville Road Coalville, UT 84017	435-336-3978	dradke@summitcounty.org
Caroline Rodriguez, Regional Transportation Planning Director	Summit County	60 North Main PO Box 128 Coalville, UT 84017	435-336-3113	crodriguez@summitcounty.org
Karen Clarke, Director	Utah Resource Development Coordinating Committee	Public Lands Policy Coordinating Office 5110 State Office Bldg. PO Box 141107 Salt Lake City, UT 84114-1107	801-537-9801	kathleenclarke@utah.gov

Name/Title	Agency	Mailing Address	Phone	Email
	Utah Division of Wildlife Resources	515 East 5300 South Ogden, UT 84405	801-476-2740	
Brian Cottam, State Forest Director	Forestry, Fire and State Lands (not covered by RDCC)	1594 West North Temple, Ste. 3520 Salt Lake City, UT 84114-5703	801-538-5504	briancottam@utah.gov
Cindy Terwilliger, Regional Administrator	Federal Transit Administration	FTA Region 8 Office Byron Rogers Federal Bldg. 1961 Stout Street, Ste. 13-301 Denver, CO 80202	303-362-2400	cindy.terwilliger@dot.gov
Dan Clark, Planning and Development Manager	Utah Division of State Parks and Recreation	1594 West North Temple Salt Lake City, UT 84116	801-244-5892	danclark@utah.gov (manages the rail trail with Park City)
Martin McComb, On-Scene Coordinator	EPA	1595 Wynkoop Street 8EPR-ER Denver, CO 80202	303-312-6963	mccomb.martin@epa.gov
Robert Parker, Remedial Project Manager	EPA	1595 Wynkoop Street 8EPR-SR Denver, CO 80202	303-312-6664	Robert.parker@epa.gov
Dale Urban	UDEQ/DERR	195 North 950 West PO Box 144840 Salt Lake City, UT 84114-4840	801-536-4145	durban@utah.gov
Kari Lundeen	UDEQ/DWQ	PO Box 144870 Salt Lake City, UT 84114-4870	801-536-4335	klundeen@utah.gov
Daren Rasmussen	Utah Division of Water	1594 West North Temple, Ste. 220	801-538-7377	darenrasmussen@utah.gov

Name/Title	Agency	Mailing Address	Phone	Email
	Rights, Stream Alteration	PO Box 146300 Salt Lake City, UT 84114-6300		
Joe Linford, Environmental Attorney	Hill Air Force Base	75 ABW-JACE 6026 Cedar Lane, Bldg. 1278 Hill Air Force Base, UT 84056-5812	801-775-6915	joseph.linford.5@us.af.mil
Sam Johnson, NEPA Manager	Hill Air Force Base	75 CEG-CEIEA Bldg. 383, Room 106, 7290 Weiner Street Hill Air Force Base, UT 84056-5003	801-775-3653	samuel.johnson.5@us.af.mil
(Dana) Taylor Walton, Realty Specialist	Hill Air Force Base	75 CEG/CEIAP 5713 Lahm Lane, Bldg. 593N Hill Air Force Base, UT 84056-5410	801-777-2664	dana.walton.1@us.af.mil Hard copy only



State of Utah

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Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Jason Gipson, Intermountain Representative
US Army Corps of Engineers
533 West 2600 South, Ste. 150
Bountiful, UT 84010

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Gipson:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of wetlands and Waters of the U.S. within the project area. With this letter, we invite input and recommendations from US Army Corps of Engineers in the development of the EA for SR-248. A formal delineation will be completed and a jurisdictional determination will be requested.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.



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Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

We will not conduct a formal agency scoping meeting unless requested by your or any other agency. However, we are available to meet with you individually upon request. You are also invited to attend a public scoping meeting planned for November 14, 2017 at Treasure Mountain Middle School located at 2530 Kearns Blvd, Park City, UT 84060 (5 p.m. to 7:30 p.m.). If you have any questions or would like to discuss in more detail the project or your agencies' respective roles and responsibilities during the preparation of this EA, please contact:

Steve Quinn
Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84101-4592
squinn@utah.gov

Please copy your request to Andrea Clayton of Lochner, at the following address:

Andrea Clayton
3995 South 700 East
Suite 450
Salt Lake City, UT 84107
aclayton@hwlochner.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017 and executed by the Federal Highway Administration and UDOT.

Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



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DEPARTMENT OF TRANSPORTATION

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Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Deb Thomas, Acting Regional Administrator
Environmental Protection Agency
1595 Wynkoop Street
Denver, CO 80202-1129

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Ms. Thomas:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of sensitive environmental resources, including wetlands and Richardson Flat Superfund site, within the project area. With this letter, we invite input and recommendations from Environmental Protection Agency in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.



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Deputy Director

October 16, 2017

Michael C. Weland, Executive Director
Utah Reclamation Mitigation and Conservation Commission
230 South 500 East, #230
Salt Lake City, UT 84102-2045

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Weland:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of contaminated soils within the project area. With this letter, we invite input and recommendations from Utah Reclamation Mitigation and Conservation Commission in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.

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Deputy Director

October 16, 2017

Reid Nelson
Advisory Council on Historic Preservation
401 F Street NW, Ste. 308
Washington D.C. 20001-2637

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Nelson:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the potential for cultural resources within the project area. With this letter, we invite input and recommendations from Advisory Council on Historic Preservation in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.

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Sincerely,

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Deputy Director

October 16, 2017

Larry Crist, Field Supervisor
U.S. Fish and Wildlife Service
2369 Orton Circle, Ste. 50
West Valley City, UT 84119

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Crist:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of Ute ladies' tresses and potential for other threatened and endangered species and associated habitat within the project area. With this letter, we invite input and recommendations from U.S. Fish and Wildlife Service in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.



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Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
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October 16, 2017

Derrick Radke, Public Works Supervisor
Summit County
1755 South Hoytsville Road
Coalville, UT 84017

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Radke:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the importance of coordination regarding work on county roads within the project area. With this letter, we invite input and recommendations from Summit County in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.

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Project Manager, UDOT Region 2
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squinn@utah.gov

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Steve Quinn
UDOT Project Manager
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Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Caroline Rodriguez, Regional Transportation Planning Director
Summit County
60 North Main, P.O. Box 128
Coalville, UT 84017

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Ms. Rodriguez:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the importance of coordination regarding planned projects on county roads within the project area. With this letter, we invite input and recommendations from Summit County in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.

We will not conduct a formal agency scoping meeting unless requested by your or any other agency. However, we are available to meet with you individually upon request. You



State of Utah

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Governor

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Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

are also invited to attend a public scoping meeting planned for November 14, 2017 at Treasure Mountain Middle School located at 2530 Kearns Blvd, Park City, UT 84060 (5 p.m. to 7:30 p.m.). If you have any questions or would like to discuss in more detail the project or your agencies' respective roles and responsibilities during the preparation of this EA, please contact:

Steve Quinn
Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84101-4592
squinn@utah.gov

Please copy your request to Andrea Clayton of Lochner, at the following address:

Andrea Clayton
3995 South 700 East
Suite 450
Salt Lake City, UT 84107
aclayton@hwlochner.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017 and executed by the Federal Highway Administration and UDOT.

Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



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DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Karen Clarke, Director
Utah Resource Development Coordinating Committee
Public Lands Policy Coordinating Office 5110 State Office Building, PO Box 141107
Salt Lake City, UT 84114-1107

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Ms. Clarke:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of public lands and environmentally sensitive areas within the project area. With this letter, we invite input and recommendations from Utah Resource Development Coordinating Committee in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.

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Steve Quinn
Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84101-4592
squinn@utah.gov

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Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



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DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Utah Division of Wildlife Resources
515 East 5300 South
Ogden, UT 84405

Re: SR-248 Environmental Assessment, Park City, Utah

To Whom it May Concern:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the potential for sensitive species and associated habitat within the project area. With this letter, we invite input and recommendations from Utah Division of Wildlife Resources in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.

We will not conduct a formal agency scoping meeting unless requested by your or any other agency. However, we are available to meet with you individually upon request. You are also invited to attend a public scoping meeting planned for November 14, 2017 at



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Deputy Director

Treasure Mountain Middle School located at 2530 Kearns Blvd, Park City, UT 84060 (5 p.m. to 7:30 p.m.). If you have any questions or would like to discuss in more detail the project or your agencies' respective roles and responsibilities during the preparation of this EA, please contact:

Steve Quinn
Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84101-4592
squinn@utah.gov

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017 and executed by the Federal Highway Administration and UDOT.

Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



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DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Brian Cottam, State Forest Director
Forestry, Fire and State Lands
1594 West North Temple, Ste. 3520
Salt Lake City, UT 84114-5703

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Cottam:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project. With this letter, we invite input and recommendations from Forestry, Fire and State Lands in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.

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Treasure Mountain Middle School located at 2530 Kearns Blvd, Park City, UT 84060 (5 p.m. to 7:30 p.m.). If you have any questions or would like to discuss in more detail the project or your agencies' respective roles and responsibilities during the preparation of this EA, please contact:

Steve Quinn
Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84101-4592
squinn@utah.gov

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Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



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DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Cindy Terwilliger, Regional Administrator
Federal Transit Authority
FTA Region 8 Office, Byron Rogers Federal Building 1961 Stout Street, Ste. 13-301
Denver, CO 80202

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Ms. Terwilliger:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the potential for development of multi-modal alternatives for the EA. With this letter, we invite input and recommendations from Federal Transit Authority in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.

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Steve Quinn
Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84101-4592
squinn@utah.gov

Please copy your request to Andrea Clayton of Lochner, at the following address:

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aclayton@hwlochner.com

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Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



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DEPARTMENT OF TRANSPORTATION

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Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Dan Clark, Planning and Development Manager
Division of Utah State Parks and Recreation
1594 West North Temple
Salt Lake City, UT 84116

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Clark:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of resources under your agency's jurisdiction within the project area. With this letter, we invite input and recommendations from Division of Utah State Parks and Recreation in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.

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Steve Quinn
Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84101-4592
squinn@utah.gov

Please copy your request to Andrea Clayton of Lochner, at the following address:

Andrea Clayton
3995 South 700 East
Suite 450
Salt Lake City, UT 84107
aclayton@hwlochner.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017 and executed by the Federal Highway Administration and UDOT.

Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



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DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Martin McComb, On-Scene Coordinator
U.S. Environmental Project Agency
1595 Wincoop Street 8EPR-ER
Denver, CO 80202

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. McComb:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of sensitive environmental resources, including Richardson Flat Superfund site, within the project area. With this letter, we invite input and recommendations from U.S. Environmental Protection Agency in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.



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We will not conduct a formal agency scoping meeting unless requested by your or any other agency. However, we are available to meet with you individually upon request. You are also invited to attend a public scoping meeting planned for November 14, 2017 at Treasure Mountain Middle School located at 2530 Kearns Blvd, Park City, UT 84060 (5 p.m. to 7:30 p.m.). If you have any questions or would like to discuss in more detail the project or your agencies' respective roles and responsibilities during the preparation of this EA, please contact:

Steve Quinn
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2010 South 2760 West
Salt Lake City, UT 84101-4592
squinn@utah.gov

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Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



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DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Robert Parker, Remedial Project Manager
U.S. Environmental Protection Agency
1595 Wincoop Street 8EPR-SR
Denver, CO 80202

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Parker, Remedial Project Manager:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of sensitive environmental resources, including Richardson Flat Superfund Site, within the project area. With this letter, we invite input and recommendations from U.S. Environmental Protection Agency in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.



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Steve Quinn
Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84101-4592
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Please copy your request to Andrea Clayton of Lochner, at the following address:

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Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



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DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Dale Urban
UDEQ/DERR
195 North 1950 West, PO Box 144840
Salt Lake City, UT 84114-4840

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Urban:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of contaminated soils within the project area. With this letter, we invite input and recommendations from UDEQ/DERR in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.

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Steve Quinn
Project Manager, UDOT Region 2
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Salt Lake City, UT 84101-4592
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Please copy your request to Andrea Clayton of Lochner, at the following address:

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Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



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DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Kari Lundeen
UDEQ/DWQ
PO Box 144870
Salt Lake City, UT 84114-4870

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Ms. Lundeen:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of sensitive water resources within the project area. With this letter, we invite input and recommendations from UDEQ/DWQ in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.

We will not conduct a formal agency scoping meeting unless requested by your or any other agency. However, we are available to meet with you individually upon request. You



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

are also invited to attend a public scoping meeting planned for November 14, 2017 at Treasure Mountain Middle School located at 2530 Kearns Blvd, Park City, UT 84060 (5 p.m. to 7:30 p.m.). If you have any questions or would like to discuss in more detail the project or your agencies' respective roles and responsibilities during the preparation of this EA, please contact:

Steve Quinn
Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84101-4592
squinn@utah.gov

Please copy your request to Andrea Clayton of Lochner, at the following address:

Andrea Clayton
3995 South 700 East
Suite 450
Salt Lake City, UT 84107
aclayton@hwlochner.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017 and executed by the Federal Highway Administration and UDOT.

Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



State of Utah

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Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Daren Rasmussen
Utah Division of Water Rights, Stream Alteration
1594 West North Temple Ste. 220, PO Box 146300
Salt Lake City, UT 84114-6300

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Rasmussen:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the potential need for coordination regarding stream alteration associated with the proposed project. With this letter, we invite input and recommendations from Utah Division of Water Rights, Stream Alteration in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.

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Steve Quinn
Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84101-4592
squinn@utah.gov

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Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
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DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Joe Linford
75 ABW-JACE
6026 Cedar Lane, Bld 1278
Hill Airforce Base UT 84056-5812
Environmental Attorney

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Linford:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of land under the jurisdiction of Hill Air Force Base (Red Maple/Silver Mountain Recreation Annex) within the project area. With this letter, we invite input and recommendations from your office in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.



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Steve Quinn
Project Manager, UDOT Region 2
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Salt Lake City, UT 84101-4592
squinn@utah.gov

Please copy your request to Andrea Clayton of Lochner, at the following address:

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3995 South 700 East
Suite 450
Salt Lake City, UT 84107
aclayton@hwlochner.com

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Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



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DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Sam Johnson
NEPA Manager
75 CEG-CEIEA
Bldg. 383 Room 106
7290 Weiner Street, Hill Airforce Base 84056-5003

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Johnson:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of land under the jurisdiction of Hill Air Force Base, (Red Maple/Silver Mountain Recreation Annex), within the project area. With this letter, we invite input and recommendations from your office in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.



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Steve Quinn
Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84101-4592
squinn@utah.gov

Please copy your request to Andrea Clayton of Lochner, at the following address:

Andrea Clayton
3995 South 700 East
Suite 450
Salt Lake City, UT 84107
aclayton@hwlochner.com

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Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



State of Utah

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DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

October 16, 2017

Taylor Walton
HAFB, Realty Specialist
75 CEG/CEIAP
5713 Lahm Lane, Bldg 593N
Hill Air Force Base, UT 84056-5410

Re: SR-248 Environmental Assessment, Park City, Utah

Dear Mr. Walton:

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and to U.S. Route-40 on the east, and is approximately three miles long (see attached project location map). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Your agency has been identified as an agency that may have an interest in the project due to the presence of land under the jurisdiction of Hill Air Force Base, (Red Maple/Silver Mountain Recreation Annex), within the project area. With this letter, we invite input and recommendations from the Realty Office in the development of the EA for SR-248.

Environmental resources or sensitive sites previously identified in the project area include water resources (wetlands and Silver Creek), recreational facilities (Historic Union Pacific Rail Trail, Prospector Park) hazardous waste sites including Richardson Flat (superfund site located in close proximity to Silver Creek Watershed).

Several concept-level studies have been completed for this corridor, these include the SR-248 Corridor Plan completed in 2009 (from Richardson Flat Rd. to Wyatt Earp Way); a supplemental traffic analysis completed in 2015 (related to the 2009 study); and a UDOT Concept Report completed in November 2016. You may find additional or updated information on the project website: udot.utah.gov/SR248Improved.



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Steve Quinn
Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84101-4592
squinn@utah.gov

Please copy your request to Andrea Clayton of Lochner, at the following address:

Andrea Clayton
3995 South 700 East
Suite 450
Salt Lake City, UT 84107
aclayton@hwlochner.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017 and executed by the Federal Highway Administration and UDOT.

Thank you for your cooperation and interest in this project.

Sincerely,

Steve Quinn
UDOT Project Manager
Enclosure Attached Project Map



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

1595 Wynkoop Street
Denver, CO 80202-1129
Phone 800-227-8917
www.epa.gov/region08

DEC 27 2017

Ref: 8EPR-N

Steve Quinn
Project Manager, UDOT Region 2
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, Utah 84101-4592

Dear Mr. Quinn:

The U.S. Environmental Protection Agency Region 8 has reviewed the Utah Department of Transportation's notice to initiate an Environmental Assessment (EA) to evaluate the long-term transportation needs for Park City on State Route (SR) 248 (Kearns Boulevard) from US 40 to Park Avenue. The notice states potential improvements could include roadway capacity improvements, multi-modal improvements, and transportation demand management to address existing and future transportation needs. In accordance with our responsibilities under Section 102 of the National Environmental Policy Act (NEPA), we are providing scoping comments. The enclosed comments convey important topics that we recommend be addressed during the NEPA process.

We appreciate your consideration of our comments at this early stage of the process. These comments are intended to help ensure a thorough assessment of the project's environmental impacts, and an informed decision-making process. We would be interested in reviewing UDOT's Draft EA when it is available. If further explanation of our comments is desired, please contact me at (303) 312-6704, or your staff may contact Shannon Snyder at (303) 312-6335 or snyder.shannon@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Philip S. Strobel".

Philip S. Strobel
Director, NEPA Compliance and Review Program
Office of Ecosystems Protection and Remediation

Enclosure

cc: Andrea Clayton, H W Lochner

Enclosure – EPA Scoping Comments on SR 248

Superfund, Mine Tailings and Waste Rock

As documented in the figure provided with the scoping notice, the Richardson Flat Tailings site, which is known to be contaminated with metals, including arsenic, cadmium, lead, and zinc, is within UDOT's Preliminary Study Area for this proposed project. This site is being addressed under the Comprehensive Environmental Response, Compensation, and Liability Act. EPA has environmental data from within the UDOT Preliminary Study Area, which is available to UDOT upon request. Characterizing and disposing of contaminated media associated with the proposed project should be done in accordance with federal, state and local regulations. If requested, EPA can coordinate with UDOT on appropriate characterization strategies. If you have any questions, please contact Robert Parker, EPA Region 8 Superfund, at (303) 312-6664 or parker.robert@epa.gov.

Depending on the proposed transportation improvements, construction of the proposed project will likely encounter mine workings, tailings and waste rock, which could have elevated levels of metals or may increase groundwater flow through waste rock and tailings. The EA should identify probable locations of materials contaminated with heavy metals, and outline the mitigation measures and construction practices that will be used to manage activities that expose materials with heavy metals and potentially worsen water quality. For example, we note that the Park City Municipal Code has a number of mitigation measures to maintain soil cover, and manage the disturbance of soils with high lead levels.

Similarly, Silver Creek is contaminated with heavy metals in Park City as a result of historic mining and has been under cleanup for a number of years. The EA should evaluate how the proposed project may affect water quality in Silver Creek due to changes in groundwater quantities or flow paths. The EA should also evaluate whether any mitigation measures are necessary to minimize tailings or waste rock erosion, creating preferential pathways for metal laden groundwater, or metals leaching during and after construction.

Wetlands and Aquatic Resources

Based on the materials posted on the SR 248 project website, it appears the proposed project will avoid impacts to wetlands and other Waters of the U.S. We appreciate efforts made to date to avoid impacting aquatic resources, including impacts to Silver Creek and its wetlands, by limiting the Right-of-Way between Wyatt Earp Way and Richardson Flats. If there are no identified alternatives that require fill in aquatic resources, the following recommendations do not apply to this project. If, however, any of the project alternatives considered in the EA may require fill to be placed in wetlands or other waters of the U.S., we recommend the NEPA document evaluate the project purpose and alternatives consistent with the CWA Section 404 (b)(1) Guidelines (Guidelines) [40CFR 230.10], in order to streamline the subsequent permitting process. Additional details are provided below.

Purpose and Need. The alternatives selection process relies on the definition of project purpose. Defining a clear project purpose statement is important for both the NEPA process and the CWA 404 process and is the basis for alternative development. It is important the basic overall project purpose not be so narrowly identified so as to unduly restrict a reasonable search for potential practicable

alternatives. The EPA recommends any transportation need or demand analyses used to determine the project need be verified by the lead agency and incorporated into the project purpose statement so that a reasonable range of alternatives to meet this demand estimate can be addressed.

Alternatives. Designing an alternatives analysis that is consistent with the Guidelines and incorporates appropriate screening criteria will serve to streamline the NEPA and permitting process and may prevent the US Army Corps of Engineers from having to conduct an independent Section 404 (b)(1) alternatives analysis. Screening criteria for an alternatives analysis should be consistent with the criteria outlined in the Guidelines, and should ensure that the project considers a range of practicable alternatives. Under the Guidelines, a project is considered practicable if it is available and capable of being done after taking into consideration cost, existing technology and logistics in light of overall project purposes [40 CFR 230.10(a)(2)].

Impacts. It is important that the affected environment be sufficiently described to support analysis of the various alternatives, including the “No Action Alternative.” In order to identify and evaluate any potential effects to Waters of the U.S. in the area, the EPA recommends the NEPA documents include the following analyses or descriptions:

1. Clear maps depicting wetlands and other aquatic resources, such as rivers and springs.
2. The baseline description of aquatic resources should discuss the abundance, distribution, function and/or condition of wetlands and other aquatic resources within the project area.
3. Analysis of any direct, indirect (secondary), and cumulative impacts to all waters in the project area (e.g., both directly impacted or hydrologically impacted but spatially removed from the actual construction footprint). It is important this analysis includes the indirect impacts to waters from changes in hydrology, changes in water quality, and other impacts to aquatic organisms and other wildlife, as well as the cumulative impacts to waters from future development scenarios based on population and growth estimates. Impacts may result from reductions in vegetative cover and increased impervious surface; increased runoff and sedimentation; changes in hydrology of the area, potentially resulting in changes to floodplain; wetland and riparian areas; changes in habitat area and connectivity; introduction of invasive species; and changes in land use.
4. A cumulative impact analysis that includes disclosure of potentially adverse impacts to aquatic resources from reasonably foreseeable development or recreational use associated with the roadway improvements. To the degree the project may enable and/or induce development in excess of that already accounted for in land use, economic and transportation plans, we recommend the impacts of the development beyond established estimates be analyzed and included in the NEPA document.

Appendix B: Public Outreach

The Utah Department of Transportation (UDOT), in cooperation with Park City, is conducting an Environmental Assessment (EA) to evaluate the long-term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and US Route-40 on the east, and is approximately three miles long (refer to study area map below). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

YOU'RE INVITED

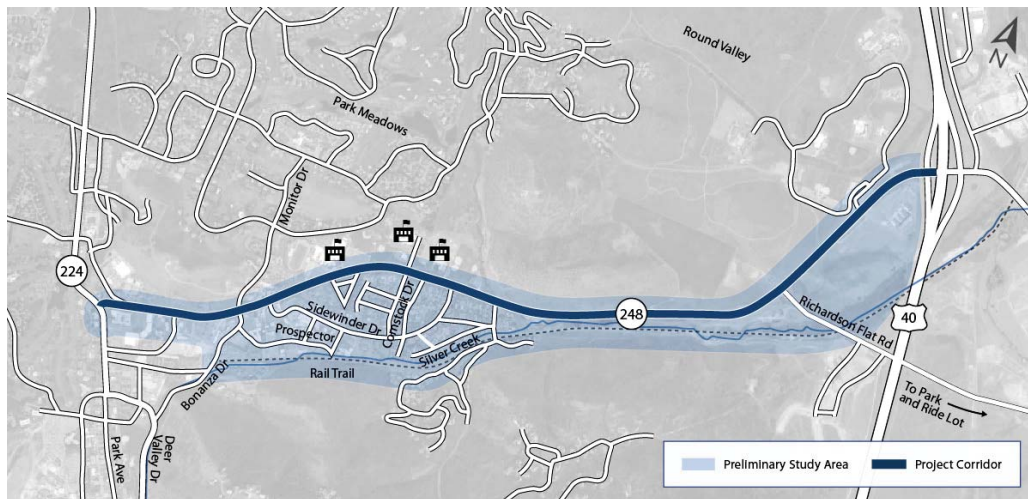
SCOPING MEETING

Tuesday, November 14, 2017

Come Anytime Between

5:00 p.m. & 7:30 p.m.

Treasure Mountain Junior High
2530 Kearns Blvd Park City, UT



STAY INFORMED!

Sign up for project emails to stay up-to-date on the project at sr248improved@utah.gov with "Updates" in the subject line.

Email: sr248improved@utah.gov | Hotline: 435-602-7440



SR-248 Improved - 11/10/17

[Campaign Preview](#)[HTML Source](#)[Plain-Text Email](#)[Details](#)

SR-248 Improved - 11/10/17

[View this email in your browser](#)

The Utah Department of Transportation (UDOT), in cooperation with Park City, is conducting an Environmental Assessment (EA) to evaluate the long-term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and US Route-40 on the east, and is approximately three miles long (refer to study area map below). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

YOU'RE INVITED

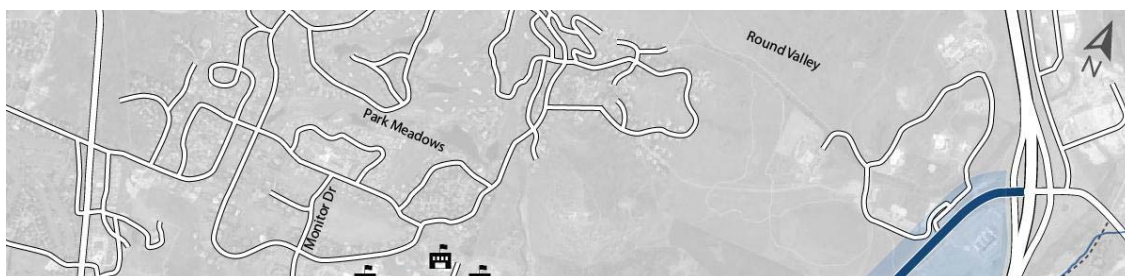
SCOPING MEETING

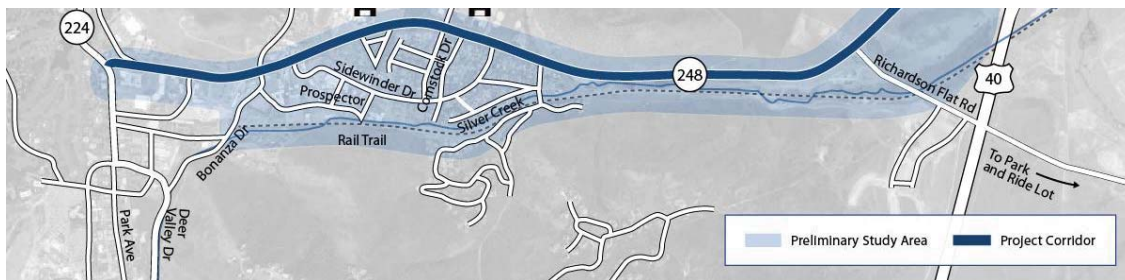
Tuesday, November 14, 2017

Come Anytime Between

5:00 p.m. & 7:30 p.m.

Treasure Mountain Junior High
2530 Kearns Blvd Park City, UT





The open house will be accessible according to the requirements of the Americans with Disabilities Act (ADA). If you have any special language, audio or visual needs please contact the project at least 72 hours prior to the meeting so that accommodations can be provided.

STAY INFORMED!

Sign up for project emails to stay updated as the project progresses. Send an email to sr248improved@utah.gov with “Updates” in the subject line.

Contact Our Public Involvement Team

Phone: 435.602.7440
Email: sr248improved@utah.gov

Follow us on Twitter [@UDOTRegionTwo](https://twitter.com/UDOTRegionTwo)

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 HW Lochner · 1245 Brickyard Rd · Salt Lake City, UT 84106 · USA





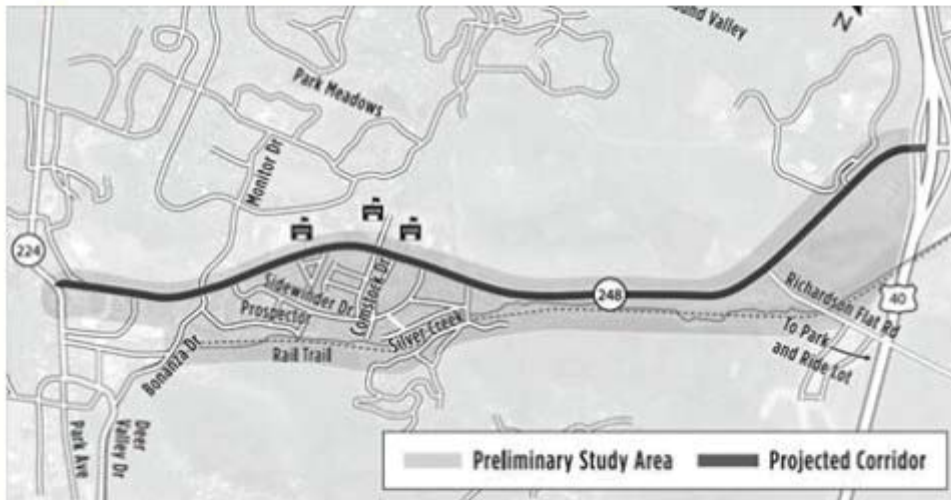
City Government of Park City, Utah added an event.



November 6, 2017 · 🌐

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long-term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and U.S. Route-40 on the east, and is approximately three miles long (refer to study area map below). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

<http://www.udot.utah.gov/SR248improved/>



NOV
14

SR248 Environmental Assessment Ope...

Tue 5 PM · Treasure Mtn Junior High School · Pa...
20 people interested

★ Interested

👍 Like

💬 Comment

👍 5



Write a comment...



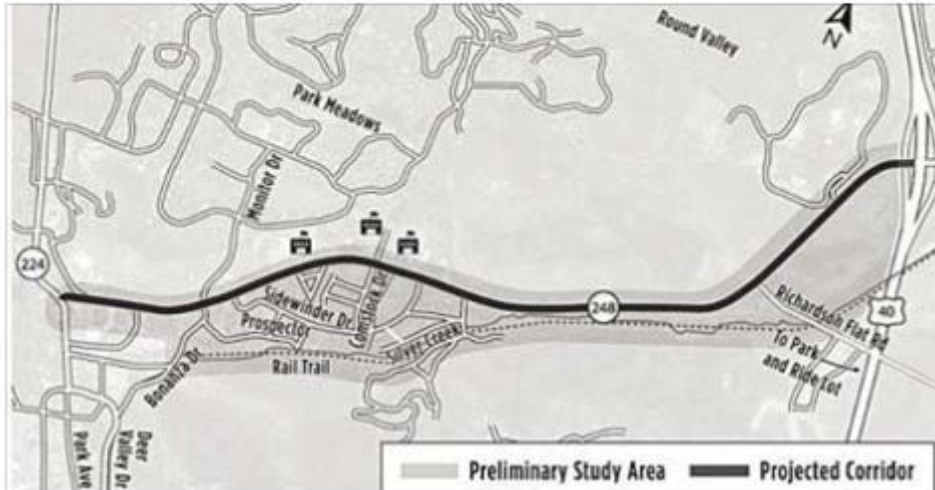


Park Record

November 11, 2017 · 🌐



The statement will likely ease some of the community concerns that arose in the summer as it was publicized state transportation officials planned to consider road-capacity improvements on the entryway.



UDOT does not plan to pursue Rail Trail road

The Utah Department of Transportation said on Thursday it does not anticipate pursuing a transit corridor along the route of the Rail Trail as it parallels the S.R. 248 entryway into Park City.

PARKRECORD.COM

👍❤️😬 31

2 Comments 1 Share

👍 Like 💬 Comment ➦ Share



Write a comment...



Top Comments ▾



Jarred Oliver I heard that Paul Mitchell wants to have a light rail from the movie studio to the bottom of the pcmr with stops in between.... developing in between.

Like · Reply · November 11, 2017 at 6:29pm



Hallie McKinley Althaver Sam Wescott

Like · Reply · 👍 1 · November 12, 2017 at 9:05am



City Government of Park City, Utah added 2 new photos.



November 14, 2017 · 🌐

Going on now: scoping meeting for 248 environmental assessment at Treasure Mountain Junior High School. Drop in anytime until 7:30 pm.



Like Comment Share

5



Write a comment...





City Government of Park City, Utah

December 28, 2017 at 11:32am · 🌐



Tomorrow is the last day to provide online input on the SR248 environmental assessment. Your feedback will help the project team identify key areas of focus for the rest of the study.

Click on the link below to learn more and provide comment.

Thank you for your feedback on helping improve this vital Park City artery!



HOME - UDOT S.R. 248

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long-term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west...

UDOT.UTAH.GOV

👍 Like 💬 Comment ➦ Share

UDOT does not plan to pursue Rail Trail road

Position will likely ease some of the community concerns that arose in the summer

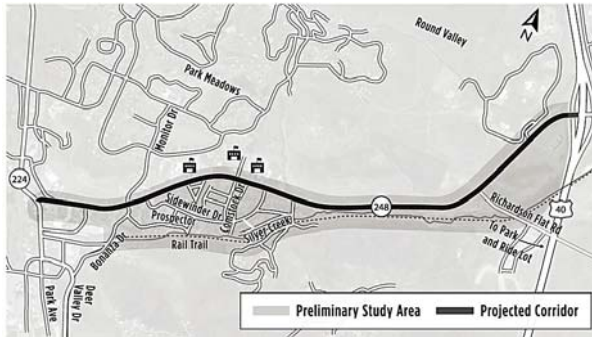
November 11, 2017

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The statement will likely ease some of the community concerns that arose in the summer as it was publicized state transportation officials planned to consider road-capacity improvements on the entryway.

Steve Quinn, who is the project manager for the Department of Transportation, provided an overview during an interview, saying the department has "pretty much ruled it out."

"It is highly unlikely it will ever be brought as an alternative," he also said.



Alfred Knotts, who is the transportation planning manager at City Hall, said in an interview at the same time officials identified a series of issues with a Rail Trail route since the summer. There are conservation protections on parts of the land as well as threatened or endangered plants along the route, he said. Knotts said the Rail Trail is classified as a recreational resource, which would require a more intensive process.

"We've identified significant constraints," Knotts said about a transit corridor along the route of the Rail Trail.

There was outcry in the Park City area when it was publicized the Rail Trail route was under consideration, even in the early part of the discussions. The Rail Trail is a popular spot for hikers and bicyclists in the summer and snowshoers and cross-country skiers in the winter. There was also dismay in Prospect about the possibility of building a transit corridor on the edge of the neighborhood.

The Utah Department of Transportation, though, continues to conduct an environmental assessment of the S.R. 248 corridor between U.S. 40 and S.R. 224. The stretch of the state highway is busy with drivers headed to and from Park City from parts of the Snyderville Basin, the East Side of Summit County and Wasatch County. Transportation officials say the road fails at some points.

The state and Park City will consider other ideas for the corridor as well as the possibility of not making changes, known as a no-build option. An open house is planned on Tuesday in Park City. State transportation officials and City Hall staffers will present ideas and answer questions. Quinn said officials want to gather opinions regarding aesthetics, air quality, noise, safety and commute times.

Quinn said an alternative is expected to be selected late in the spring of 2018 and will be followed by the drafting of an environmental document late in 2018. A design phase would be next if a project is pursued. He said a groundbreaking on a project could occur as early as the spring of 2020.

The open house is scheduled on Tuesday from 5 p.m. until 7:30 p.m. at Treasure Mountain Junior High. For more information, call 602-7440 or email sr248improved@utah.gov (<mailto:sr248improved@utah.gov>). More information is also available at: udot.utah.gov/sr248improved.

0 Comments

Sort by



Add a comment...

Facebook Comments Plugin

Appendix C: Public Meeting Materials

SIGN-IN SHEET

NAME	ADDRESS	EMAIL	PHONE
Tony Santora		[REDACTED]	
Brian Kunk		[REDACTED]	
Jack Walkenhorst		[REDACTED]	
Steven A. Swanson	[REDACTED]	[REDACTED]	
Jeremy Wilstein	[REDACTED]	[REDACTED]	
Jana Cole	[REDACTED]	[REDACTED]	
KAZ BURNZ	[REDACTED]	[REDACTED]	
Corey Cesse	[REDACTED]	[REDACTED]	
SHIRLEY WRIGHT	[REDACTED]	[REDACTED]	
PAUL PRICE	[REDACTED]	[REDACTED]	
DEAN FOGEL	[REDACTED]	[REDACTED]	

SIGN-IN SHEET

NAME	ADDRESS	EMAIL	PHONE
Janet Miller	[REDACTED]	[REDACTED]	[REDACTED]
JM FRANKLIN	[REDACTED]	[REDACTED]	[REDACTED]
Duncan Silver	[REDACTED]	[REDACTED]	[REDACTED]
Linda George	[REDACTED]	[REDACTED]	[REDACTED]

SIGN-IN SHEET

NAME	ADDRESS	EMAIL	PHONE
Sue Morgan	[REDACTED]	[REDACTED]	
Jerry Smith	[REDACTED]	[REDACTED]	[REDACTED]
Beece Gerber	[REDACTED]	[REDACTED]	
Nikki Keye	[REDACTED]	[REDACTED]	[REDACTED]
John Stevenson	[REDACTED]	[REDACTED]	[REDACTED]
Jody Woods	[REDACTED]	[REDACTED]	[REDACTED]
D Taylor Wacton	[REDACTED]	[REDACTED]	[REDACTED]
Heather Schambach	[REDACTED]	[REDACTED]	

SIGN-IN SHEET

NAME	ADDRESS	EMAIL	PHONE
LINDA WRIGHT	[REDACTED]		
DIRK SPANGENBERG	[REDACTED]		

SIGN-IN SHEET

NAME	ADDRESS	EMAIL	PHONE
Mundy Hulse	[REDACTED]	[REDACTED]	[REDACTED]
Mark J Fisher	[REDACTED]	[REDACTED]	[REDACTED]
Pamela McKimmon	[REDACTED]	[REDACTED]	[REDACTED]
Tim Snyser	[REDACTED]	[REDACTED]	[REDACTED]
Jim Sandakal	[REDACTED]	[REDACTED]	[REDACTED]
Shirin Spangenberg	[REDACTED]	[REDACTED]	[REDACTED]
Kim Fry	[REDACTED]	[REDACTED]	[REDACTED]
Joey Mason	[REDACTED]	[REDACTED]	[REDACTED]
Brian Kahn	[REDACTED]	[REDACTED]	[REDACTED]
Sara Dickens	[REDACTED]	[REDACTED]	[REDACTED]
Brandon Brady	[REDACTED]	[REDACTED]	[REDACTED]

SIGN-IN SHEET

NAME	ADDRESS	EMAIL	PHONE
Oliver Wright	[REDACTED]	[REDACTED]	[REDACTED]
Helen Swan	[REDACTED]	[REDACTED]	[REDACTED]
H.R. Rinderknecht	[REDACTED]	[REDACTED]	[REDACTED]
Rich Wyman	[REDACTED]	[REDACTED]	[REDACTED]
Spencer Luce	[REDACTED]	[REDACTED]	[REDACTED]
Kerry Johnston	[REDACTED]	[REDACTED]	[REDACTED]
Dan Foster	[REDACTED]	[REDACTED]	[REDACTED]
Sarah Berry	[REDACTED]	[REDACTED]	[REDACTED]
Stacey Gibbs	[REDACTED]	[REDACTED]	[REDACTED]
Jerry Gibbs	[REDACTED]	[REDACTED]	[REDACTED]
JEFF BUTZ	[REDACTED]	[REDACTED]	[REDACTED]

SIGN-IN SHEET

NAME	ADDRESS	EMAIL	PHONE
Kathie Beckman	[REDACTED]	[REDACTED]	[REDACTED]
Sandra Bergland	[REDACTED]	[REDACTED]	[REDACTED]
Sarah Annille, Walker Garrett	[REDACTED]	[REDACTED]	[REDACTED]
Rhonda Christian Suterogel	[REDACTED]	[REDACTED]	[REDACTED]
JAMES KEESLER	[REDACTED]	[REDACTED]	[REDACTED]
Heather Matija	[REDACTED]	[REDACTED]	[REDACTED]
TOM & LAYLA WARR	[REDACTED]	[REDACTED]	[REDACTED]
JILL ORSCHER	[REDACTED]	[REDACTED]	[REDACTED]
Nikki Schwerin	[REDACTED]	[REDACTED]	[REDACTED]
John Bartz	[REDACTED]	[REDACTED]	[REDACTED]
Lois SMITH	[REDACTED]	[REDACTED]	[REDACTED]

SIGN-IN SHEET

NAME	ADDRESS	EMAIL	PHONE
Jordan Swensen	[REDACTED]	[REDACTED]	[REDACTED]
Robert Rosenberg	[REDACTED]	[REDACTED]	[REDACTED]
DANE OSADA	[REDACTED]	[REDACTED]	[REDACTED]
GARY Pinner	[REDACTED]	[REDACTED]	[REDACTED]
Peter MARTIN	[REDACTED]	[REDACTED]	[REDACTED]
Hilary Burke	[REDACTED]	[REDACTED]	[REDACTED]
Monica Swindel	[REDACTED]	[REDACTED]	[REDACTED]
Michelle Raymer	[REDACTED]	[REDACTED]	[REDACTED]
Clair Christoffers	[REDACTED]	[REDACTED]	[REDACTED]
Vance Walker	[REDACTED]	[REDACTED]	[REDACTED]
Sallie Rinderknecht	[REDACTED]	[REDACTED]	[REDACTED]

SIGN-IN SHEET

NAME	ADDRESS	EMAIL	PHONE
Bill Coarrell	[REDACTED]	[REDACTED]	[REDACTED]
Mary Christa Smith	[REDACTED]	[REDACTED]	[REDACTED]
Roger Strand	[REDACTED]	[REDACTED]	[REDACTED]
Zach Richter	[REDACTED]	[REDACTED]	[REDACTED]
Zj Osada	[REDACTED]	[REDACTED]	[REDACTED]
CHRIS HASLOCK	[REDACTED]	[REDACTED]	[REDACTED]
Sally & Torch Elliott	[REDACTED]	[REDACTED]	[REDACTED]
KLAUS VETTINGER	[REDACTED]	[REDACTED]	[REDACTED]
Cynthia Sandoval	[REDACTED]	[REDACTED]	[REDACTED]
RALPH RIVERA	[REDACTED]	[REDACTED]	[REDACTED]
Erin Bryan	[REDACTED]	[REDACTED]	[REDACTED]

SIGN-IN SHEET

NAME	ADDRESS	EMAIL	PHONE
Tim Govin	[REDACTED]	[REDACTED]	[REDACTED]
Chris Andrein	[REDACTED]	[REDACTED]	[REDACTED]
Julie Shipman	[REDACTED]	[REDACTED]	[REDACTED]
Tim Henney	[REDACTED]	[REDACTED]	[REDACTED]
ALAN FRIZENBERG	[REDACTED]	[REDACTED]	[REDACTED]
JEFF YAEGER	[REDACTED]	[REDACTED]	[REDACTED]
Renée Perry	[REDACTED]	[REDACTED]	[REDACTED]
Todd Hauber	[REDACTED]	[REDACTED]	[REDACTED]
Kevin Winzeler	[REDACTED]	[REDACTED]	[REDACTED]
Stephanie Winzeler	''	—	[REDACTED]
Sandy Winzeler	[REDACTED]	—	—

SIGN-IN SHEET

NAME	ADDRESS	EMAIL	PHONE
C. Cousins	[REDACTED]	[REDACTED]	[REDACTED]
C. Cousins	[REDACTED]	[REDACTED]	[REDACTED]
LARRY WARREN	[REDACTED]	[REDACTED]	[REDACTED]
David Dorsey	[REDACTED]	[REDACTED]	[REDACTED]
Wesley Garrett	[REDACTED]	[REDACTED]	[REDACTED]
John Fry	[REDACTED]	[REDACTED]	[REDACTED]
John Halsey	[REDACTED]	[REDACTED]	[REDACTED]
Melanie Desautels	[REDACTED]	[REDACTED]	[REDACTED]
PAUL Aschmann Bickmann	[REDACTED]	[REDACTED]	[REDACTED]
Jennifer Gardner	[REDACTED]	[REDACTED]	[REDACTED]
ED ORSCHTEL	[REDACTED]	[REDACTED]	[REDACTED]

SIGN-IN SHEET

NAME	ADDRESS	EMAIL	PHONE
Tanya Swenson	[REDACTED]	[REDACTED]	[REDACTED]
Melissa Allison	[REDACTED]	[REDACTED]	[REDACTED]
Sue Rosenberg	[REDACTED]	[REDACTED]	[REDACTED]
Tom Beyer	[REDACTED]	[REDACTED]	[REDACTED]
Jill Lyden	[REDACTED]	[REDACTED]	[REDACTED]
Missy O'Neal	[REDACTED]	[REDACTED]	[REDACTED]
David Nicholas	[REDACTED]	[REDACTED]	[REDACTED]
William Ganson	[REDACTED]	[REDACTED]	[REDACTED]
Larry Rawstein	[REDACTED]	[REDACTED]	[REDACTED]
Douglas Dulitch	[REDACTED]	[REDACTED]	[REDACTED]
Andy Beeman	[REDACTED]	[REDACTED]	[REDACTED]

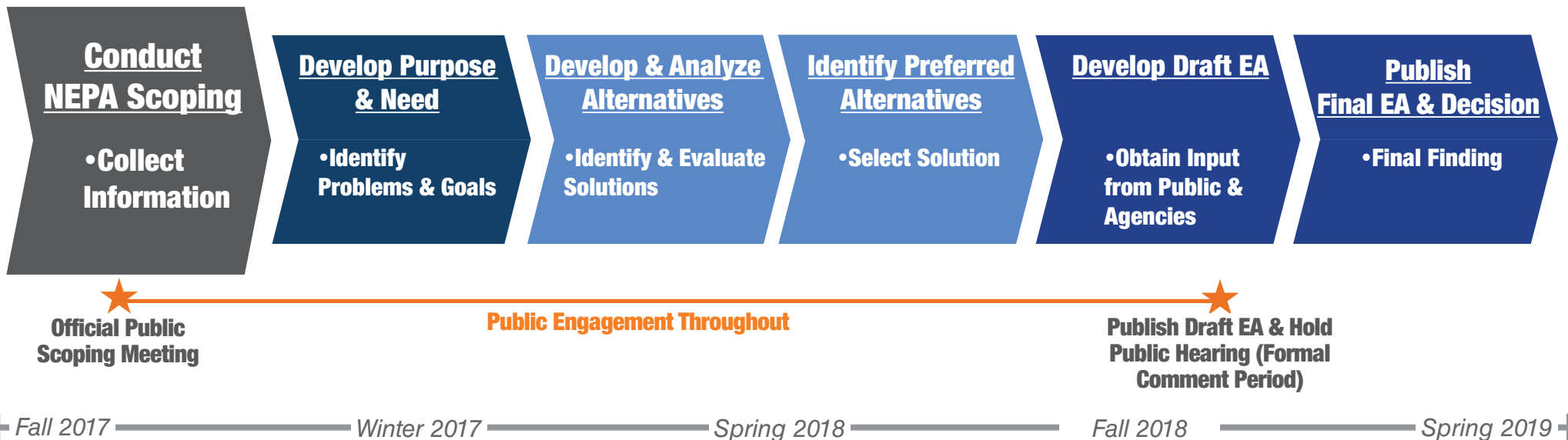
Welcome

Pursuant to 23 United States Code (USC) 327, the Utah Department of Transportation (UDOT) has assumed the Federal Highway Administration's (FHWA) responsibilities under the National Environmental Policy Act of 1969 (NEPA), and all or part of the US Department of Transportation's Secretary's responsibilities for environmental review, consultation, or other actions required or arising under Federal environmental laws, with respect to the review or approval of highway projects within the State. These responsibilities have been assigned in the Memorandum of Understanding between the FHWA and the UDOT concerning the State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC 327, executed on January 17, 2017.

Purpose of the Meeting

The purpose of today's scoping meeting is to:

- Share information about the SR-248 Environmental Assessment process
- Listen and learn from you regarding issues, concerns, goals and objectives, and solutions



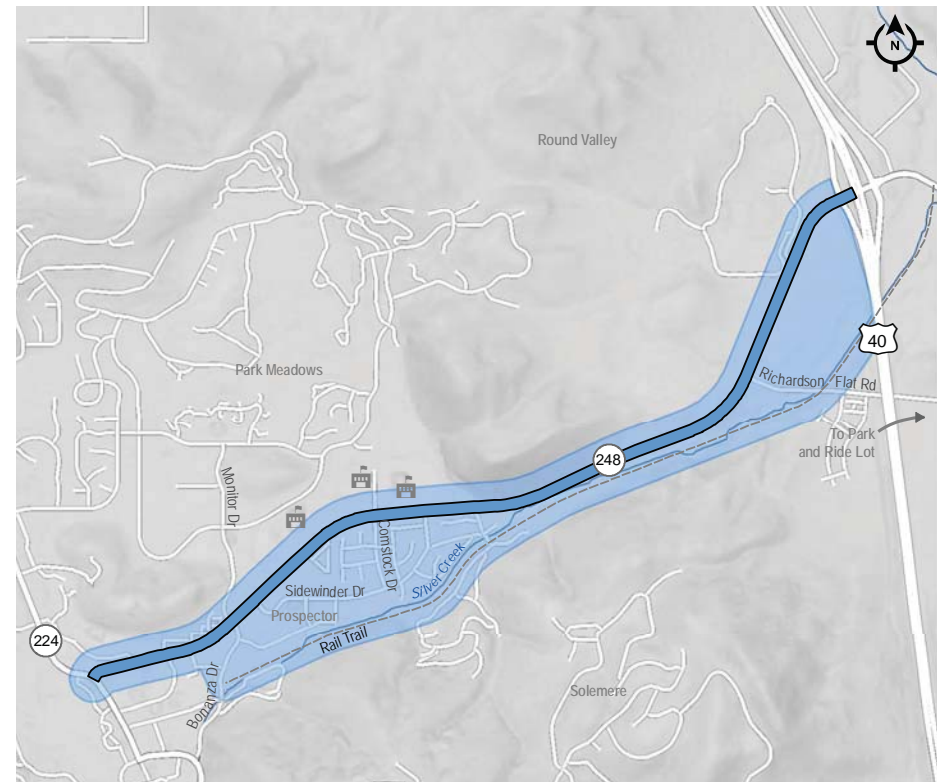
Environmental Considerations

The study will evaluate transportation needs while considering social, economic, and natural environmental factors. The study will evaluate impacts of the proposed improvements in relation to the following:

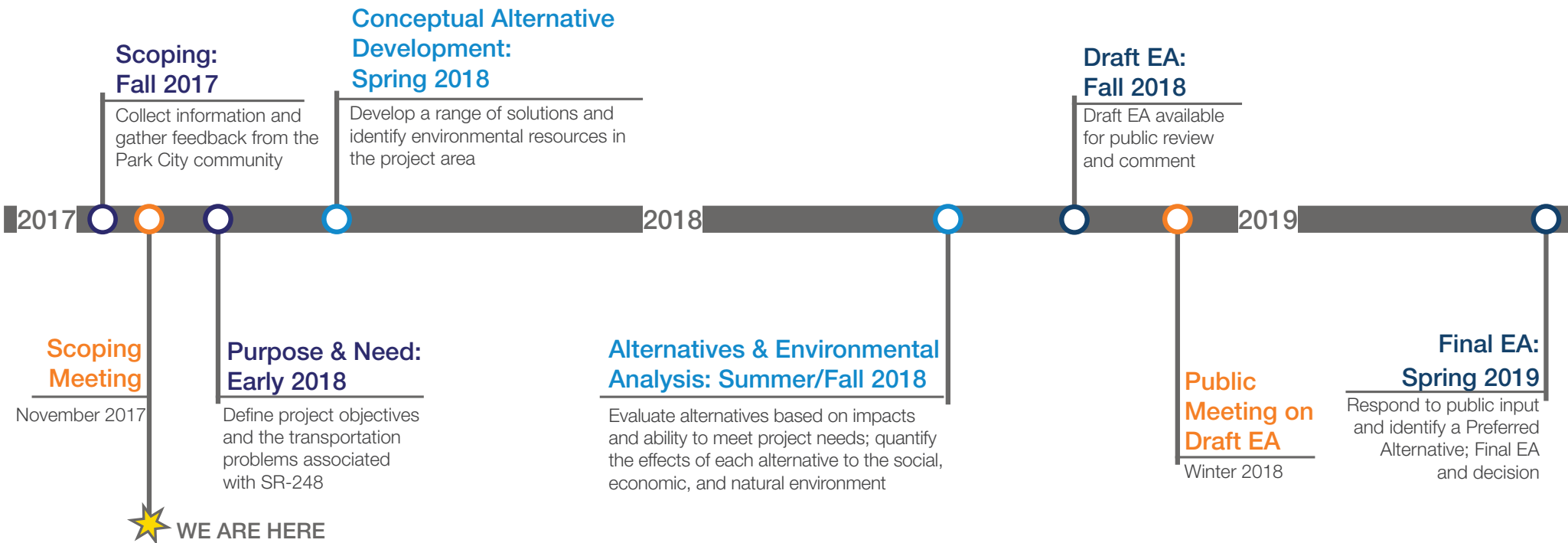
- Land use
- Community character & cohesion
- Low income and minority populations
- Parks and open space
- Trails
- Property impacts and relocations
- Economics
- Air quality
- Noise
- Wetlands and water resources
- Wildlife
- Threatened and endangered species
- Historic sites and buildings
- Hazardous waste and contaminated soil
- Visual resources

Are We Evaluating The Rail Trail?

The focus of this study is transportation improvements on SR-248. Although the Rail Trail is included in the preliminary study area, regulatory and operational constraints pose substantial challenges with utilizing the Rail Trail for motorized transportation improvements to address needs on SR-248.

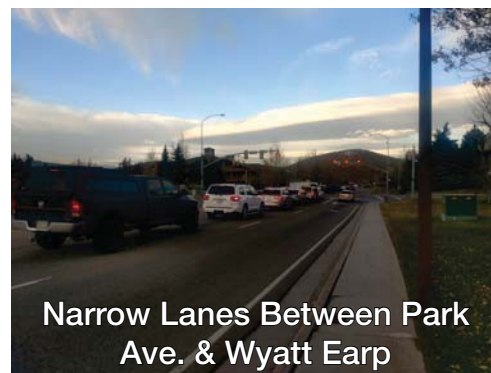
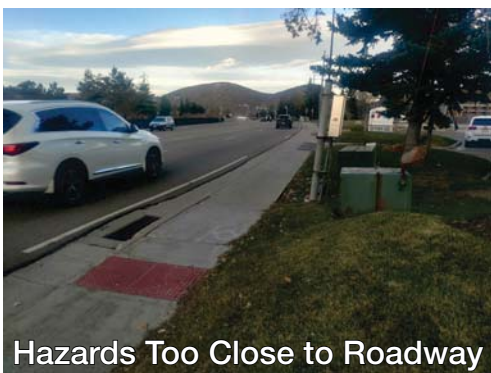
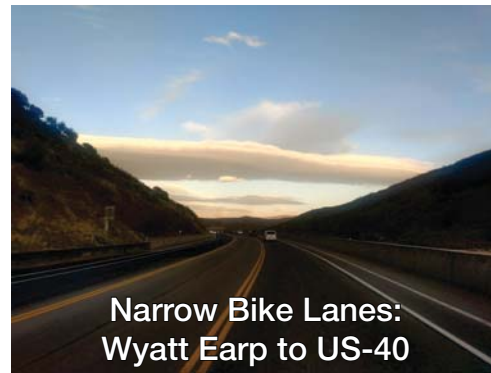


Next Steps



Roadway Deficiencies

SR-248 Does Not Meet UDOT Standards in the Following areas:

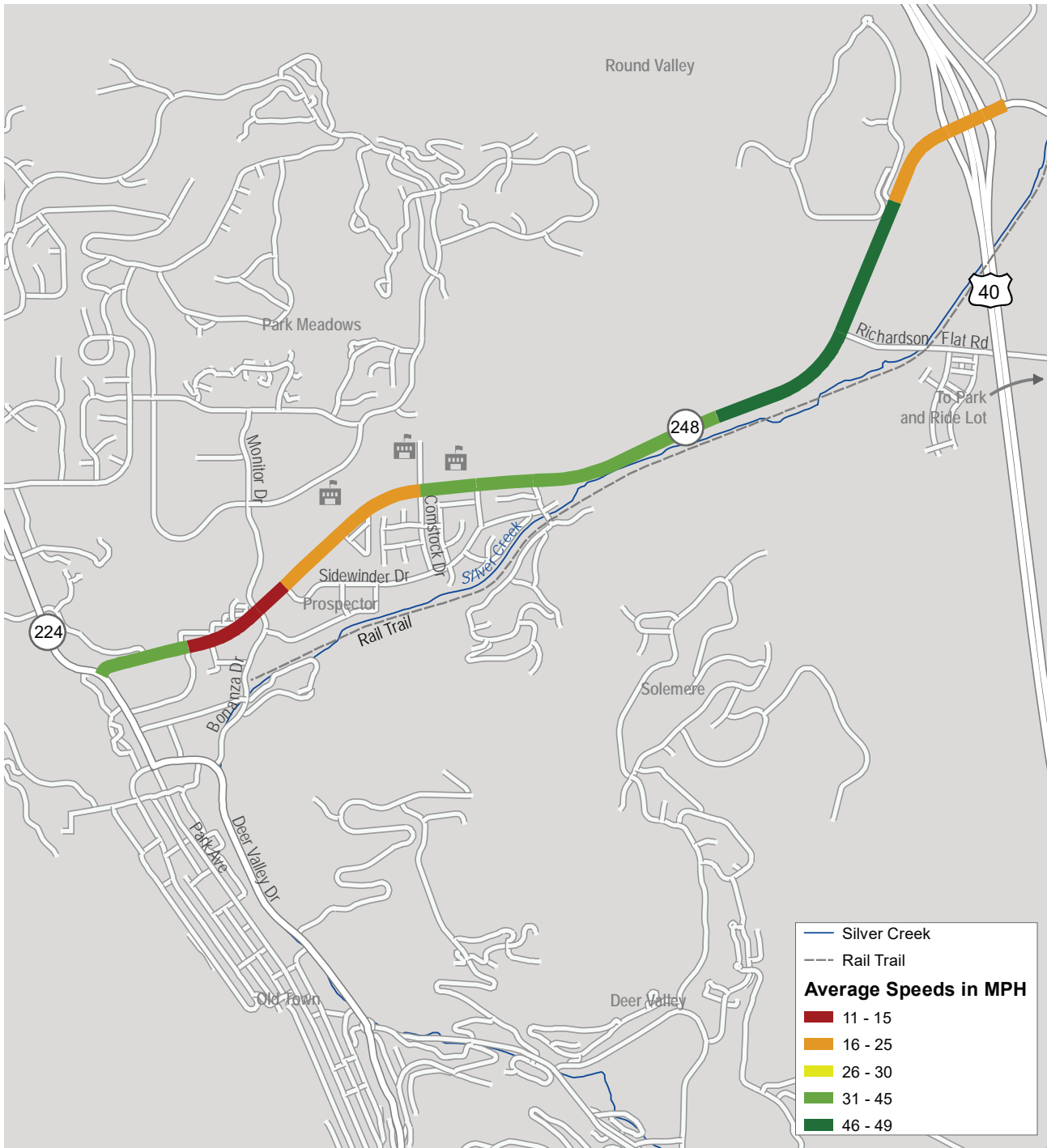


What Issues Related to SR-248 Are Important To You?

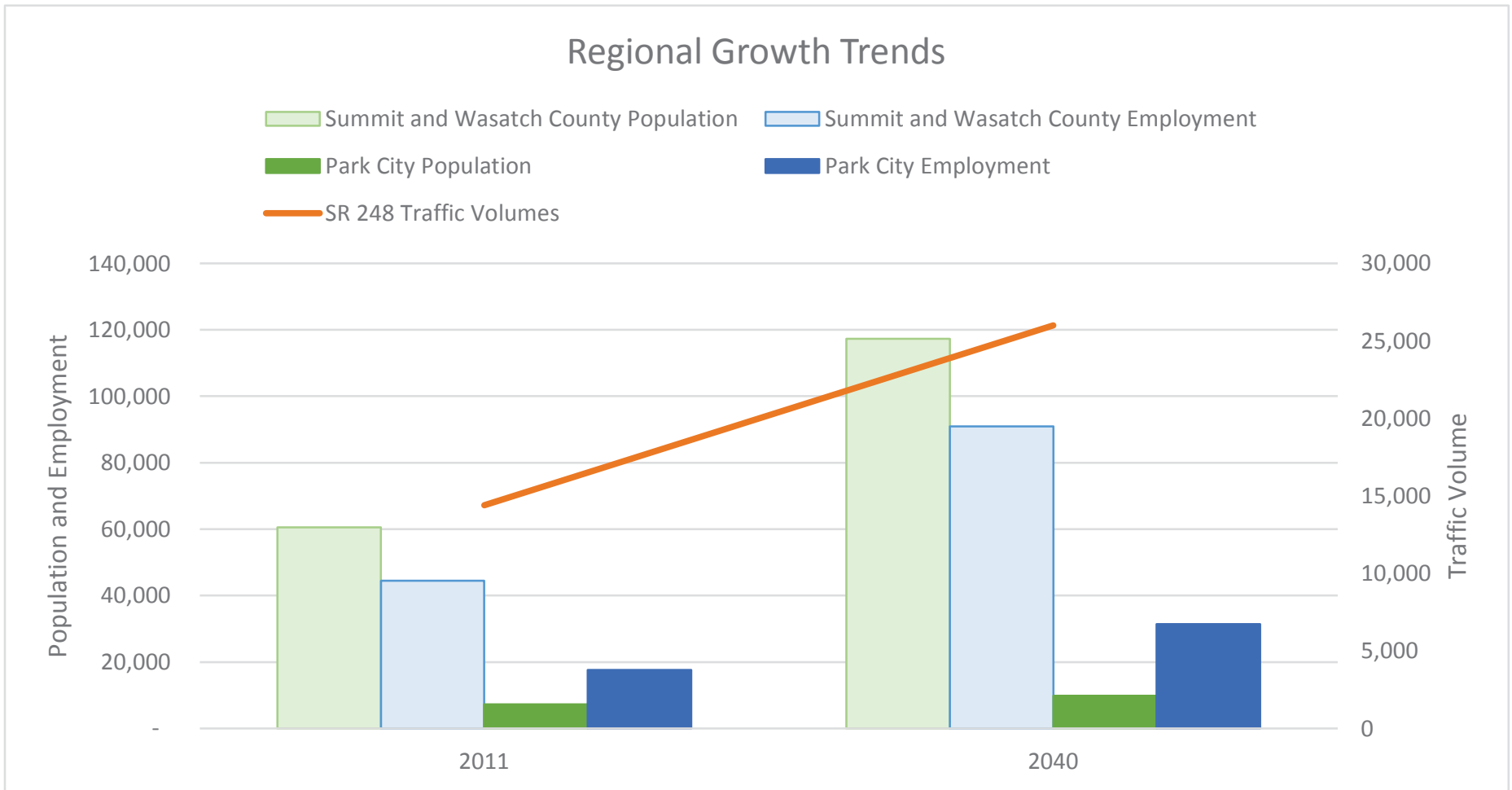


Existing Conditions

Eastbound Afternoon Travel Time Speeds

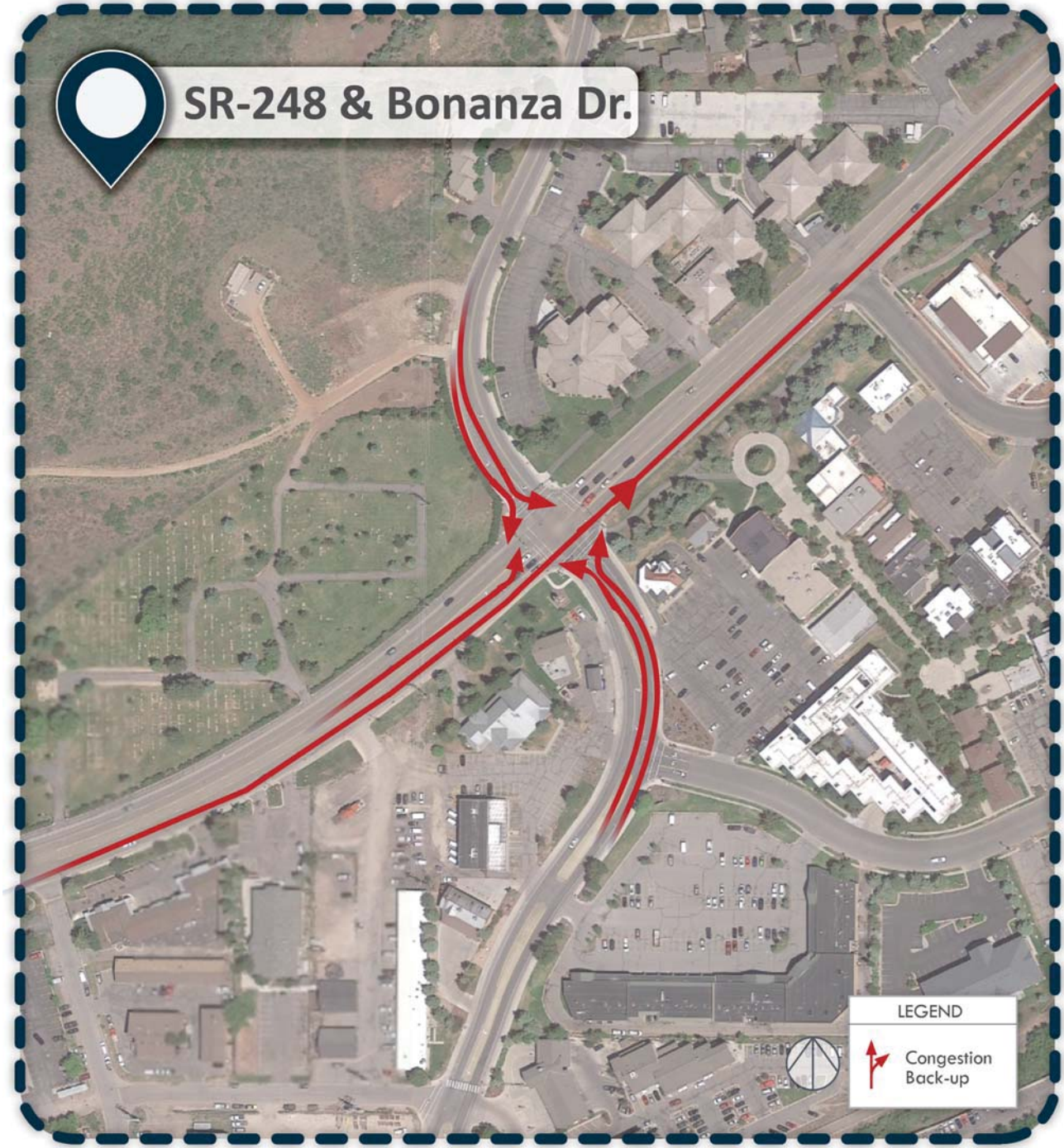


Growth Trends



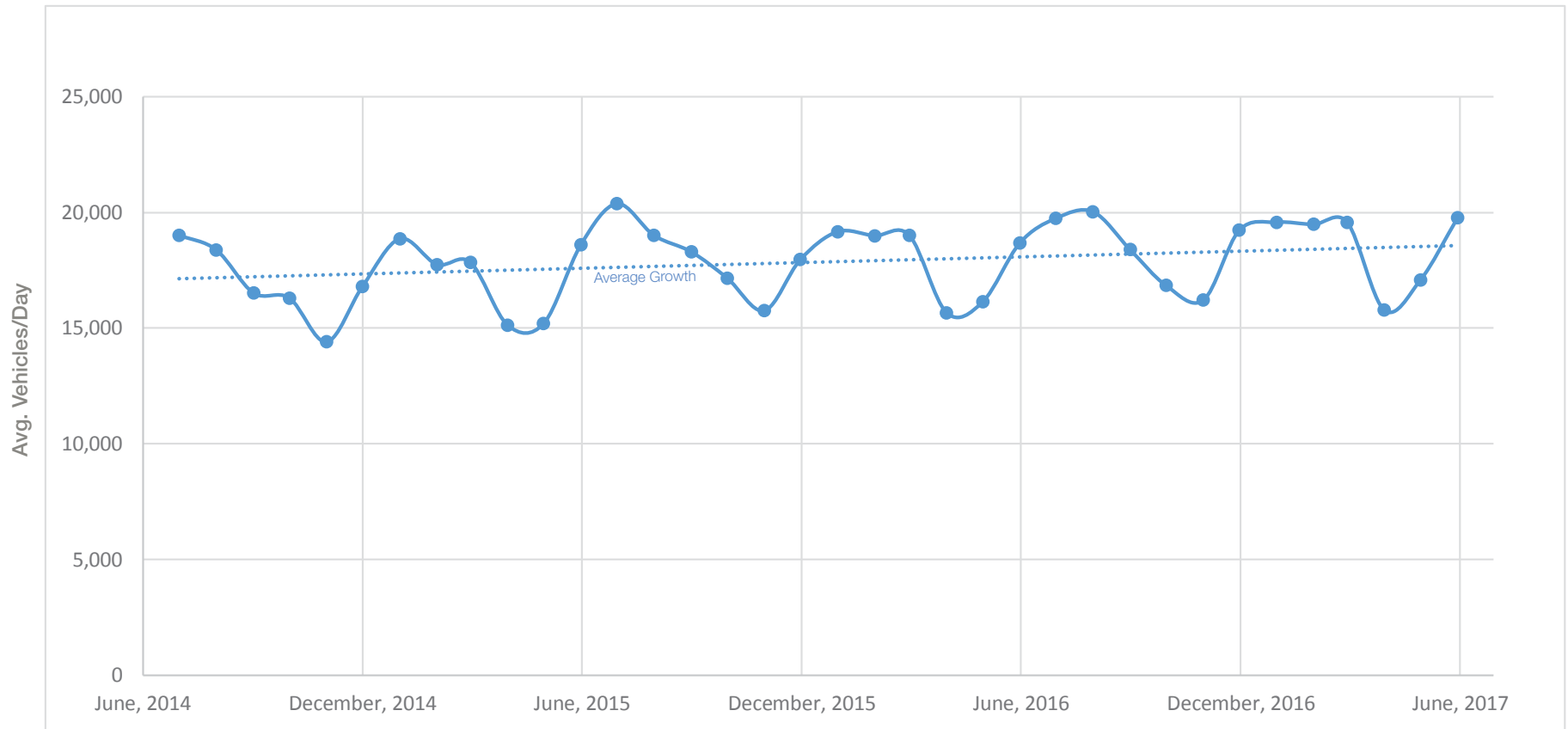
Existing Conditions

*Bonanza Intersection - Peak Hour Congestion
(PM Peak: 4:45 pm to 5:45 pm)*



Existing Conditions

Three Year Trend With Seasonal Variation



How Do I Comment?

While public comment will be received throughout the NEPA EA process, the formal 45 day public scoping period is from November 14, 2017 through December 29, 2017. **Written comments** may be submitted:

- by filling out a public **comment form** at the scoping meeting
- via **email** to sr248improved@utah.gov
- **mailed** to SR-248 Project Team, c/o Lochner, 3995 South 700 East, Suite 450, SLC, UT 84107
- via **online** at <http://www.udot.utah.gov/sr248improved>



sr248improved@utah.gov



435-602-7440

**PROVIDE WRITTEN
COMMENTS HERE**

Project Overview

The Utah Department of Transportation (UDOT), in cooperation with Park City, is conducting an Environmental Assessment (EA) to evaluate the long-term transportation needs on State Route (SR) 248. The project is bounded by SR-224 on the west and US-40 on the east, and is approximately three miles long. The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

Process

UDOT will follow the National Environmental Policy Act (NEPA), which is an informed decision-making process that takes into account information gathered throughout. There will be two public meetings where UDOT will formally solicit comments, including a scoping meeting in November 2017 and a public hearing anticipated in summer 2018.










- Historic Buildings
- Preliminary Wetland Delineation

State Route 248
ENVIRONMENTAL ASSESSMENT
 S.R. 224 to U.S. 40

State Route 248 ENVIRONMENTAL ASSESSMENT

S.R. 224 to U.S. 40

	STUDY AREA	TIMELINE	PRIOR STUDIES	SCOPING	CONTACT
--	------------	----------	---------------	---------	---------



STATE ROUTE 248 ENVIRONMENTAL ASSESSMENT

The Utah Department of Transportation (UDOT), in cooperation with Park City, is initiating an Environmental Assessment (EA) to evaluate the long-term transportation needs on State Route (SR)-248. The project is bounded by SR-224 on the west and US Route-40 on the east, and is approximately three miles long (refer to study area map below). The existing road varies from three lanes to five lanes. Potential improvements could include roadway capacity improvements, multi-modal improvements, and/or transportation demand management to address the existing and future transportation needs.

STUDY AREA



STUDY PROCESS AND TIMELINE



PRIOR STUDIES

In 2009 Park City, in partnership with UDOT, prepared a corridor plan for SR-248 between SR-224 and US-40. The SR-248 Corridor Plan identified a range of conceptual alternatives that met the following objectives identified in Park City's Entry Corridors Management Strategic Plan:

- Gain a thorough understanding of volumes and travel patterns that make up the current and future traffic conditions along the entry corridors
- Ensure current capacity of entry corridors are utilized effectively before expanding roads or related infrastructure

In addition, Park City considered pedestrian and bicycle modes, alternative entry corridors, and carbon impacts associated with all conceptual alternatives.

The SR-248 2009 Corridor Plan evaluated a four lane alternative, a directional lane alternative, and dedicated bus/high-occupancy Vehicles (HOV) lane alternatives. Three alternative entry corridors were studied. In 2015 Park City revisited the conceptual alternatives set forward in 2009 using updated traffic count information and micro-simulation analysis. This study utilized traditional traffic engineering principles to evaluate the roadway based on the single occupancy vehicle user. Metrics used to evaluate the performance of the roadway included delay, level of service, and travel time. In addition, objectives of Park City's updated Traffic and Transportation Master Plan (2011) were applied to encourage HOV trips using transit, walking and/or biking. To meet the transportation needs of this corridor, numerous conceptual alternatives were developed including:

- Full widening of SR-248 to two travel lanes in each direction and a center turn lane from SR-224 to US-40
- Constructing a reversible lane from Wyatt Earp Way to Richardson Flats, which would fit within the existing right-of-way (ROW), but would require the installation of traffic control gantries
- Either of the above two options with the extra lane functioning as an HOV/bus lane during peak periods

In 2016 Utah Department of Transportation (UDOT) completed a concept report for improving roadway capacity and bike facilities along the project corridor. The report's purpose was to evaluate possible roadway improvements, identify environmental risks, and then evaluate costs of possible improvements. The improvements considered included widening SR-248 to include bicycle lanes, turn lanes, as well as pedestrian safety infrastructure.

While the prior studies provided valuable information, they did not satisfy federal law for National Environmental Policy Act procedures pursuant to [40 CFR 1500-1508](#). Therefore, in summer of 2017, UDOT and Park City initiated the preparation of an Environmental Assessment (EA) to evaluate the long-term transportation needs of SR-248. The EA will develop and evaluate alternatives through a screening process before selecting a preferred alternative.

Download the prior study reports here:



[2009 CORRIDOR STUDY](#)



[2015 TECHNICAL MEMORANDUM](#)

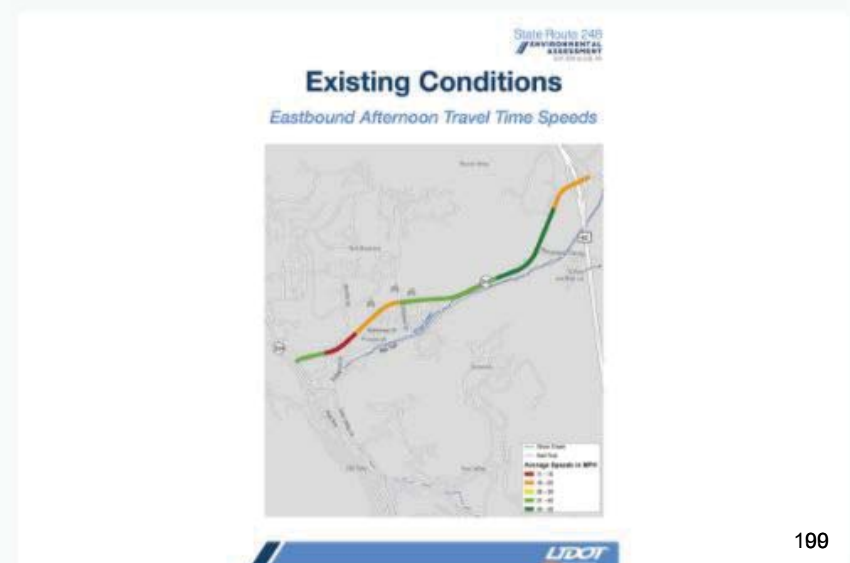
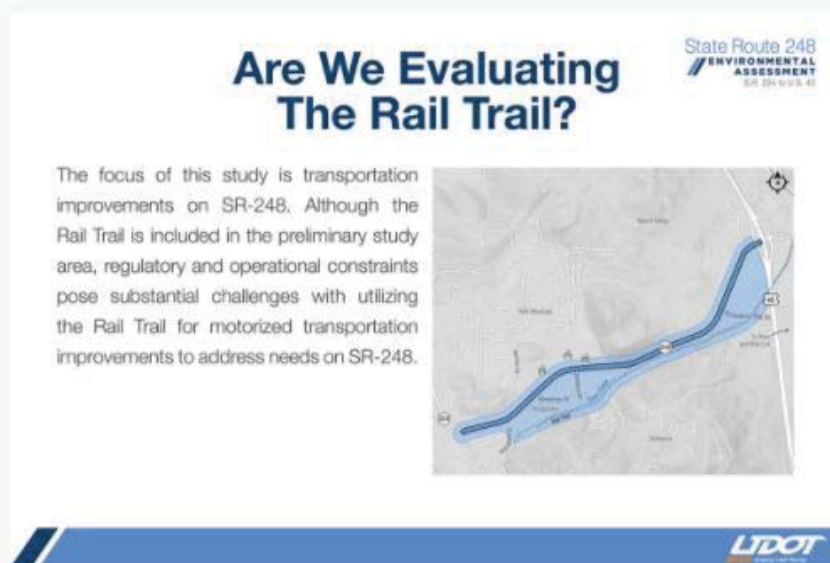
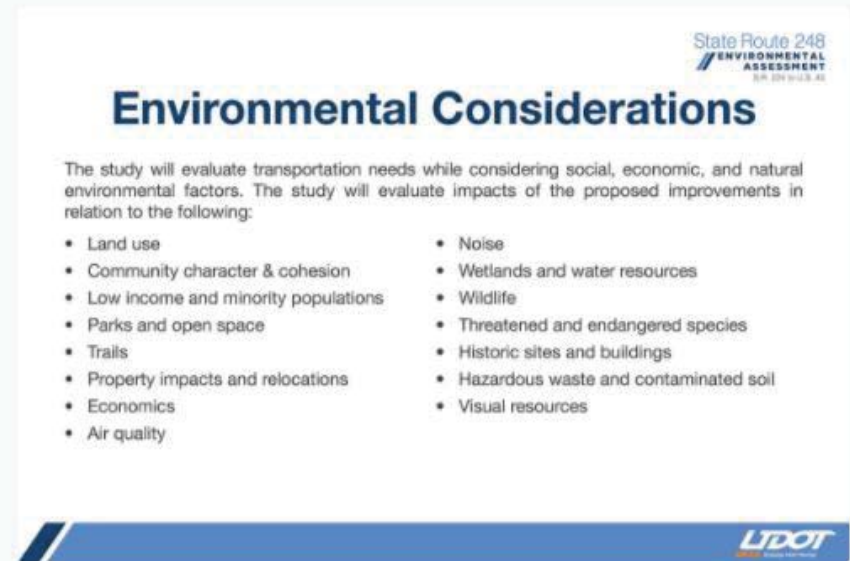
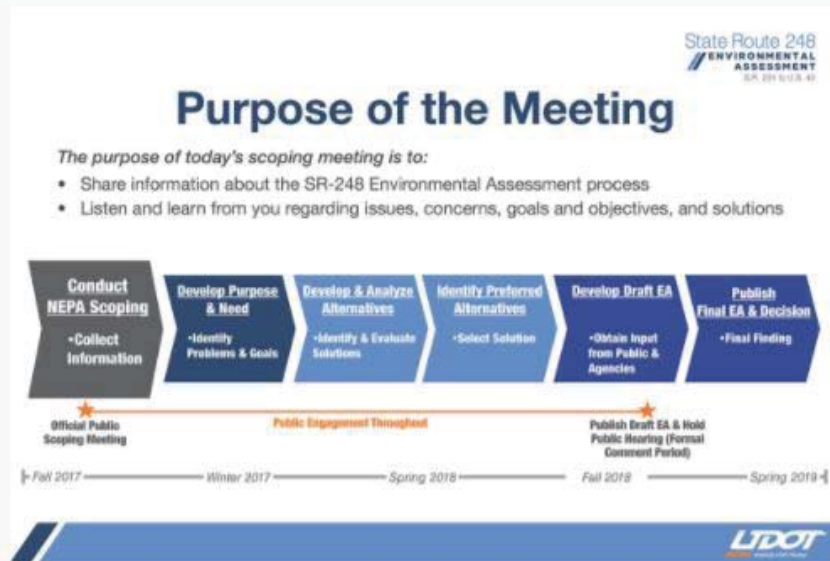


[2016 CONCEPT REPORT](#)

SCOPING

The purpose of scoping is to:

1. Share information about the SR-248 Environmental Assessment Process
2. Listen and learn from you regarding issues, concerns, goals and objectives and solutions



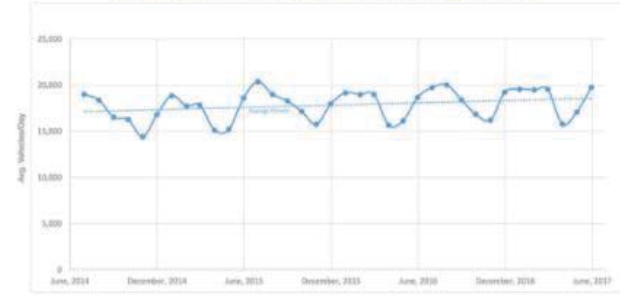
Existing Conditions

Bonanza Intersection - Peak Hour Congestion
(PM Peak: 4-45 pm to 5-45 pm)



Existing Conditions

Three Year Trend With Seasonal Variation

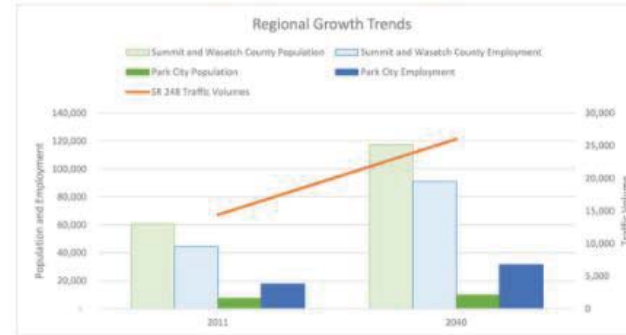


Roadway Deficiencies

SR-248 Does Not Meet UDOT Standards in the Following areas:



Growth Trends



Next Steps



What Issues Related to SR-248 Are Important To You?

SMALL TOWN PROTECT THE RAIL-TRAIL
REGIONAL CONNECTIVITY
 SENSE OF COMMUNITY
 Access to Recreation
 Pedestrian & Bike Routes
SCHOOL ACCESS
 TOURISM
 OPEN SPACE
 Commute Time
 Energy
 Safety
 CONGESTION REDUCTION
 Mass Transit
 Natural Environment
 Historic Character

CONTACT US



435-602-7440



sr248improved@utah.gov

Sign up for email updates

To stay updated on the study, fill out this form to sign up for email updates.

Name *

E-Mail *

Submit



Appendix D: Public Comments

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/28/17

Name Jill Orschel

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Cars go too fast ^{towards} 40 in front of
Treasure Mt Jr High + playing fields
left turn into Wyatt Earp (from 248)
is not a good option at all for avoiding
traffic.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

- Clean air + water, noise reduction,
- non-motorized travel
- using mass transit

GENERAL COMMENTS

What issues related to SR-248 are important to you?

- Do not encourage more cars
- Do Not make room for more cars.
- Improve public transit + satellite parking.
- charge more for parking.
- help change attitudes about mass transit meetings, gatherings, talks, advertising, PSA's.

MAIL TO

SR-248 Project Team
c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

- keep West Bound traffic during rush hour from turning onto Wycott Exp.

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
- ✉ sr248improved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/28/17

Name ED ORSCHEL
Phone [REDACTED]
Email [REDACTED]
Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

CARS GO TOO FAST LEAVING TOWARD
40 IN FRONT OF TREASURE SCHOOL - FIELDS
LEFT TURN INTO WYATT EARP IS
NOT GOOD TO AVOID TRAFFIC

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

CLEAN AIR & WATER
EXCESSIVE NOISE, NON MOTORIZED TRAVEL
USING MASS TRANSIT

GENERAL COMMENTS

What issues related to SR-248 are important to you?

DO NOT ENCOURAGE MORE CARS
DO NOT MAKE ROOM FOR MORE CARS
IMPROVE PUBLIC TRANSIT = SATELLITE
PARKING. CHARGE MORE FOR PARKING
MAKE BUS LANES FOR FASTER BUS
SERVICE
KEEP WEST BOUND TRAFFIC DURING RUSH
HOUR FROM TURNING LEFT ONTO WYATT
EARP.

MAIL TO

SR-248 Project Team
c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
- ✉ sr248improved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
ENVIRONMENTAL
ASSESSMENT
S.R. 224 to U.S. 40

UTDOT
Keeping Utah Moving

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 12/4/12

Name JORDAN SWENSON

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

RUSH HOUR STOP & GO BOTH AM
& PM. ~~ALSO~~ RUSH HOUR SPEEDING
AS VEHICLES ACCELERATE PRIOR TO
50MPH SIGN MAKING IT DANGEROUS
TO ENTER HIGHWAY.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

CLEAN AIR/WATER, ↓ NOISE, FEEL
OF MOUNTAIN TOWN LIVING

GENERAL COMMENTS

What issues related to SR-248 are important to you?

- ① ADJUST SPEED ZONE EAST BOUND OF 50 MPH ZONE EAST TO CONTINUE 35 MPH ZONE OUT OF TOWN IMPROVING SAFETY.
- ② POSSIBLE TRIAL OF "CONTA FLOW" SYSTEM TO REDUCE RUSH HOUR TRAFFIC.

MAIL TO

SR-248 Project Team
c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
- ✉ sr248improved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date _____

Name _____

Phone ____ - ____ - ____

Email _____

Address _____

Would you like to receive email updates? Yes or **No**

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

out. Traffic, Flow in and

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Air Quality, Idling Cars
at Stop lights + Traffic
Do Not touch the Rail
Trail

GENERAL COMMENTS

What issues related to SR-248 are important to you?

Speed, amount of cars on
one road, Tunnel for High School
State (UDOT) Park city and local
businesses Create Incentive \$\$\$
for parks and ride / car pool

MAIL TO

SR-248 Project Team
c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
- ✉ sr248improved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name Nikki Schwerin

Phone

Email

Address

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

It's congested, but only at commuter and school times. Roundabouts at Wyatt Gap and Round Valley would help slow and move vehicles.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

The Rail Trail needs to stay as a recreation and wetland environment. The people of Park City bought that land to keep it open space and protected. More roads mean more noise, pollution, and people. Don't ruin a great town in the interest of progress.

GENERAL COMMENTS

What issues related to SR-248 are important to you?

Noise and pollution. Find another corridor, maybe through Trailside or Wasatch County. Deer Valley is pushing forward with their developments in Wasatch County. Get some ideas from that end.

MAIL TO

SR-248 Project Team
c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
- ✉ sr248improved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name TOM WARD

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

TOO MANY COMMUTERS. MAKE IT WORK FOR PARK+RIDE
BETTER ACCESS TO COTS. HAVE A LOT OUT BY 40
FOR HS STUDENTS FROM OUTSIDE CITY LIMITS +
BUS SERVICE FOR THEM, ADD 2 LANES FOR BUS ONLY
DON'T THINK IT SHOULD BE NOV UNLESS 3+ IN CAR
LESS CARS COMING INTO PARK CITY IS #1 SOLUTION

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

RAIL TRAIL IS IMPORTANT TO THE ENTIRE
RECREATION COMMUNITY (INCLUDING SUMMER
VISITORS, RACE COURSES, ETC.)
KEEP RAIL TRAIL RECREATION ONLY

GENERAL COMMENTS

What issues related to SR-248 are important to you?

WYATT ENDA AND KEARNS NEEDS A ROUNDABOUT -
NOT A LIGHT
SLOW TRAFFIC DOWN COMING IN
SAFE TURN OUT OF PROSPECTOR
ALLOWS FOR BUS TO RESUME SERVICE ROUTE
THAT WORKED REALLY WELL FOR MANY YEARS
PAID PARKING AT RESORTS AND BUS SERVICE
TO LOTS OUTSIDE OF US 40

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40

UTDOT
Keeping Utah Moving

COMMENT FORM

CONTACT INFORMATION (Optional)

Date Nov. 14, 2017

Name DIRK SPANGENBERG

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Too many people have moved here - GO AWAY! Make the "Suicide lane" a peak hour lane during busier times. Add a couple of roundabouts and a tunnel to maintain a steady flow.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

DO NOT ALLOW ANY TYPE of TRANSIT ON THE RAIL TRAIL!

Keep it pedestrian /cycling ONLY

GENERAL COMMENTS

What issues related to SR-248 are important to you?

- Keeping the FAIL TRAIL "AS IS"

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name John Bartz

Phone _____ - _____ - _____

Email _____

Address _____

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

- Traffic jams / low traffic flow
- remove cross-walk stop light, replace with overpass or underpass?
- Synchronize traffic lights?
- neighborhood impacts (Prospector, Park Meadows)
- School access + safety

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

- open space, wetlands/riparian/wildlife habitat preservation
- recreation accessibility - maintain rail trail + other trail access points

GENERAL COMMENTS

What issues related to SR-248 are important to you?

- *Keep rail trail, other trail access*
- *preserve open space, wildlife habitat, riparian/wetlands*
- *minimize neighborhood impacts (noise, speed)*
- *School safety and access*
- *improve traffic flow, synchronize lights*

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 4C



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11-14-17

Name Melanie Desautels

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Absolutely No Motorized Vehicles
allowed on the Rail Trail!
Nothing electric, light rail, hip-
trolleys. These options would
ruin the beauty and safety of
the rail trail.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

keeping the Rail Trail in its
pristine state - I have seen
bald eagle, red fox, countless
water dwellers on the trail.

GENERAL COMMENTS

What issues related to SR-248 are important to you?

would like to see in updating that
the Rail trail is definitively
and as an option for
traffic congestion.
Bringing in more cars into
PC will not solve our congestion
problems but will simply worsen
the situation.

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14

Name Rhonda Schlegel

Phone _____

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Narrow
Bike lane - on US40 & get rid of /
use rail trail instead

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Rail trail - important for bike / walk
keep ATV's off of it (hazardous)



2

GENERAL COMMENTS

What issues related to SR-248 are important to you?

Congestion on Bonanza Dr. —
 difficult to make a left hand
 turn in or out of businesses
 on Bonanza

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COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date _____

Name Christian Schlegel

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Dedicated Bus Lanes + regular
schedule + catchment parking
lots outside
PC

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Lower noise pollution

GENERAL COMMENTS

What issues related to SR-248 are important to you?

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State Route 248
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ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 11/14/17

Name Kevin Winzeler

Phone [REDACTED]

Email _____

Address _____

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

① Safety
② Noise
③ Commute times

} Look at European Model: widening Roads ~~that~~ is a bandaid and not a long term solution

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

- Air Quality
- Limit Noise (No more lanes)

GENERAL COMMENTS

What issues related to SR-248 are important to you?

- Pedestrianize Park City (at least Main Street areas)
- Look at long term solutions and European Models (Microbuses)
 - Use technology to solve problems

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- Prospector is too noisy
 - prospector is unsafe for kids walking to school due to no sidewalks
- (NO MORE traffic through Prospector)

OTHER WAYS TO COMMENT

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name Jody Woods

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

- Traffic traveling too fast between Constock + Wyatt Earp
- Traffic backups in am + pm

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

- Open space
- Water



GENERAL COMMENTS

What issues related to SR-248 are important to you?

- Keep rail trail for recreation use ONLY
- DO NOT make 248 into a highway - it will just create bottleneck once traffic gets to Schward's/Down → if add a lane make it HOV only!
- INCENTIVIZE people to park out & ride in. Talk to VAIL and see what they might offer people - eg discounts on food. GIVE THEM ~~SOMETHING~~ something!! We have to DECREASE the number of cars on the roads.

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State Route 248
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S.R. 224 to U.S. 40

UDOT
Keeping Utah Moving

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/13/17

Name Micelle Rayner

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

congestion & noise = too many people in cars. Force public transportation

Pay attention to the city's campaign

more Traffic will reduce walkability; congestion
Ride on PC. Clean Air, Clear roads
elsewhere

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

NOISE, Air pollution
safety - highway between schools;
neighborhood not good

Play sim city - try to build a great community with too many roads!

GENERAL COMMENTS

What issues related to SR-248 are important to you?

- Lessen the traffic - not increase cars
- where is it a good idea to have 4-6 lanes between schools & neighborhood
- you build it they will come
- create better park & ride lots outside of town : have quicker bus routes to hi-traffic areas
- During hi-season / visitors change the mind set - NO DRIVING / TAKE THE FREE BUS.

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Community does NOT want more cars.

Listen to the people of Prosektor.

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date _____

Name John Stevenson

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

- increase to consistent lane count to Park Ave
- add bus lanes on shoulder
- school frontage rd
- lights/roundabouts at Sidewinder & Prospector Rds

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Trails, wet lands
green space, open space



GENERAL COMMENTS

What issues related to SR-248 are important to you?

Don't increase through
traffic in Prospector Park
neighborhood

Keep Rail Trail vehicle-
free

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S.R. 224 to U.S. 40

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Keeping Utah Moving

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/2017

Name Rich Wyman

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

VOLUME + DUMP TRUCKS!

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

OPEN SPACE, NOISE, WILD LIFE



GENERAL COMMENTS

What issues related to SR-248 are important to you?

DUMP TRUCKS WITH THE
CANYONS, ABOUT TO TRIPLE IN
SIZE, IS THERE A WAY TO MAKE
THE DUMP TRUCKS COMING OUT OF THE
CANYONS GO OUT TO I-80 TO 40
+ TO RICHARDSON FLATS AND NOT
ALLOW MORE DUMP TRUCKS ON 248?

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State Route 248
**ENVIRONMENTAL
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S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name Shirin Spangenberg

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Serious congestion, pollution, angry
drivers between 7AM - 9:30AM &
4:45-6pm

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

In my opinion the environment
is Park City. If we get rid of the
beauty we will lose the visitors

GENERAL COMMENTS

What issues related to SR-248 are important to you?

No one way streets
Bus only lane from Richardsburg
Do not touch Rail Trail
Frontage Rd for schools

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name Bo Andreini

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

not much, not that bad, how much more
demand could there be - we're built out, NOT
north destination, rail trail. Wyatt East
248 road about - yes, ~~no~~

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

~~Noise sound wall~~
Noise traffic calming
solutions east to water
plant

GENERAL COMMENTS

What issues related to SR-248 are important to you?

Must be aesthetic!
More traffic flow now &
in the future is not ~~important~~
~~is~~ a problem enough to
"ruke" out quality of life!

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State Route 248
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ASSESSMENT**
S.R. 224 to U.S. 40

UDOT
Keeping Utah Moving

COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 11/14/17

Name Julie Shigman

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

don't destroy rail trail!
a bit more flow of traffic
would be nice but not imperative

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Noise - road about 4
round
tunnels - Constock tunnel is
awesome

GENERAL COMMENTS

What issues related to SR-248 are important to you?

Quality and aesthetics
are important - that MUST
be the priority over
improved traffic volume
massive

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State Route 248
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S.R. 224 to U.S. 40

UDOT
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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name Cynthia Sandoval

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

It gets backed up coming into town but not too bad. It would be great if there were a bus lane or a school lane only even a multiple rider lane that would help.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Recreational use on rail trail for the wildlife and vegetation is valuable

GENERAL COMMENTS

What issues related to SR-248 are important to you?

If you widen roads it just
increases cars - sit in over & over
again. Not the answer,
They took out the median that
was a beautiful corridor and did
not make it a one way changing
lane, a bus lane anything useful

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State Route 248
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S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 11/14/17

Name Sarah Berry

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Traffic flow in the morning and afternoon

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

The rail trail is extremely important to the Park City Community it needs to be left as it is and not be open to vehicle traffic.



GENERAL COMMENTS

What issues related to SR-248 are important to you?

It is important to keep overall traffic in mind. Widening the road and bringing more cars into town will not solve the problem. There needs to be a more holistic approach to traffic and transportation as a whole.

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 11/14

Name Jennifer Gardner

Phone 

Email 

Address _____

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

* Please make carpool lane 2 or 3 adults of driving age - to take cars off the road.

Rather than a car full of kids getting to use the carpool lane!

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?



GENERAL COMMENTS

What issues related to SR-248 are important to you? *

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



CONTACT INFORMATION (Optional)

Date Nov 14/17

Name Kerry Johnston & Paul Johnston

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Too many cars coming in with no where to go!
Keep cars from coming in by offering efficient
and possibly mandatory use of transit

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Rail Trail !! It is such an important part
of our community for character, socializing,
quality of life, recreation, safety!!
My kids can ride their bikes on a pathway
all the way to Old Town. It is a 45
minutes walk to Old Town on a pathway.
Clean air is important!! Absence of loud
traffic/city noises is also important.

GENERAL COMMENTS

What issues related to SR-248 are important to you?

- 1- Keeping the Rail Trail, non-motorized +
100% recreational
- 2- Reducing the number of cars that come into
Park City. Bring people in with efficient
transit on transit only lanes
- 3- Making ~~Bonanza~~ ^{Sidewinder}/Kearns + Wyatt Farp/Kearns
intersections easier to navigate
- 4 - More pedestrian crossings that do not cause
more traffic issues

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State Route 248
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ASSESSMENT**
S.R. 224 to U.S. 40

UDOT
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COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 10/14

Name Mindy Halsey
Phone [REDACTED]
Email [REDACTED]
Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

clearly too much traffic.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Impact on wildlife.



GENERAL COMMENTS

What issues related to SR-248 are important to you?

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 11-13-17

Name Nicole Keye

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No
[REDACTED]

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

NO alternatives than Driving from SR248 & Jordanelle parkway. ALSO major failure on this same intersection. With all the new development Wasatch County has approved - there has been no changes made to the infrastructure - mark my

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Keep the rail trail - but extend into my neighborhood - to allow for regional alternative transportation. ~~also~~



GENERAL COMMENTS

What issues related to SR-248 are important to you?

Will die before a light is put in. There are near deaths every day - add snow & ice to the mix and it's working up to be a very deadly area. Not to mention the wildlife - No pedestrian access across that junction either - just lets think about 10 yrs from now...
BEFORE

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something happens I implore you to look again at traffic counts & reevaluate - this area should be in THIS

Study.

thx

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State Route 248
**ENVIRONMENTAL
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S.R. 224 to U.S. 40

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/2017

Name H.R. Rinderknecht

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

- ① Too many single occupant vehicles
- ② Too many vehicles in general
- ③ Lack of out of town park + ride lots
- ④ No regular bus service to park + ride
- ⑤ No traffic signal at Richardson Flats
- ⑥ Inadequate sidewalks + bike lanes
- ⑦ Inadequate underground road crossings for pedestrian safety

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

- ① Open space
- ② Minimal noise + air pollution
- ③ Preservation of wildlife in area

GENERAL COMMENTS

What issues related to SR-248 are important to you?

- ① Decreasing traffic congestion by encouraging use of mass transit vehicles (buses)
- ② Increasing safety of pedestrians + cyclists
- ③ Avoidance of creating a bigger bottleneck by limiting motor vehicle access (no additional lanes unless used by buses)

MAIL TO

SR-248 Project Team
c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
- ✉ sr248improved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date _____

Name LARRY WARREN

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Too many cars @ rush hours
Cars shortcutting on Sidewinder
Too many cars - period - need
outlying parking and frequent
shuttles to transit center

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Ability to safely ride bikes
Preserve, enhance wetlands along
Rail Trail - OK to fill some for
road and mitigate elsewhere along
trail

GENERAL COMMENTS

What issues related to SR-248 are important to you?

The solution is not to allow more cars w/ easier access. Town can't park any more cars so why make it easier to drive in?

Park & rides w/ frequent shuttles are logical -- but you have to get it right on day one or people will turn on it

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 43



CONTACT INFORMATION (Optional)

Date _____

Name Jeremy Wilstein

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Heavy traffic @ certain times w/ school + skiing.
Need to put student crossing in tunnels
Need round-about @ Wyatt Camp Way
Don't think more ~~lanes~~ public lanes
should be added, cause that will add more
cars. Bus lanes to encourage public transport

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Water, green + open space, traffic
noise minimization. Nature, trails, rail trail.
Buses on the rail trail is not beneficial
to anyone

GENERAL COMMENTS

What issues related to SR-248 are important to you?

Want traffic issues to cause more people to use public transport. If you widen 248 it will put more cars on the road which isn't a long term solution. Need people to use public transport and if they have to wait in traffic while buses go fast this will cause a change in transport habits.

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State Route 248
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ASSESSMENT**
S.R. 224 to U.S. 40

UDOT
Keeping Utah Moving

COMMENT FORM

CONTACT INFORMATION (Optional)

Date _____

Name Jerry Smith

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

LACK OF PUBLIC TRANSPORTATION
FROM AREAS LIKE Heber, MIDWAY,
SILVER SUMMIT, PROMONTORY.
SCHOOL TRAFFIC IN MORNINGS ~~IS~~ IS
TERRIBLE
CONSTRUCTION TRAFFIC IN AFTERNOON COMMUTE
IS BAD.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

CLEAN AIR, SOLITUDE - NO
NOISE, TRAILS, WALKABILITY,
WILD LIFE,

GENERAL COMMENTS

What issues related to SR-248 are important to you?

Preserve RAIL TRAIL, PRESERVE
SPACE SOUTH OF 224 SO NOT
TO IMPEDE ON NEIGHBORHOOD
(Prospector)

PUBLIC TRANSPORTATION / PARKING
IS AN ISSUE.

OPEN SPACE
MORE ROADS IS NOT THE ANSWER.

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ASSESSMENT**
S.R. 224 to U.S. 40

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Keeping Utah Moving

COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 11/14/17

Name Sallie K Rinderknecht

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

too many cars; lack of bus transport from
out of town park n ride, dangerous to cross for
too much speeding out of town pedestrians

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

maintenance of wet area adjacent to 248
between Wyatt Crup & Richardson Flats

GENERAL COMMENTS

What issues related to SR-248 are important to you?

maintaining the rail trail as is
improving bus lanes
improving safety for pedestrians with over
or under passes
controlling speeds by using roundabouts

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S.R. 224 to U.S. 40

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name TIM SNYDER

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

- A) LEAVE AS IS - NO NEED FOR MORE CARS IN PC
- B) OHV LANE & CROSSING AREA RATHER THAN FLAT
- C) NO 4 LANE
- D) NO INCREASE SPEEDS.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

- A) WET LANDS
- B) WILDLIFE
- C) SCHOOL CAPACITY
- D) NOISE



GENERAL COMMENTS

What issues related to SR-248 are important to you?

NOISE / WATER SEWER / SPEED / BIKE LANES

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ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11-14-17

Name STEVEN A. SWANSON

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

SPEEDS, VOLUME, LARGE TRUCKS,
PED/BIKE CROSSINGS,
USING NEIGHBORHOOD STREETS AS
CUT-THRU.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

DIESEL, SMOG, NOISE.
PUBLIC SAFETY.



GENERAL COMMENTS

What issues related to SR-248 are important to you?

²⁴⁸⁻
WIDENING INCREASES TRAFFIC
VOLUME & SPEEDS. DOESN'T
ADDRESS THE ROOT CAUSE.
S.O.V. DRIVES.
BIKE LANES SHOULD BE
ELIMINATED.

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State Route 248
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ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 1/14/17

Name Roger Strand

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

TRAFFIC -

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

WET LANDS



GENERAL COMMENTS

What issues related to SR-248 are important to you?

I suggest you widen the Hwy 248
AND then get rid of the bike lanes,
School crossing AND move 4 lanes
to MONTEF.

Build A tunnel or skywalk for
the school

- Simple -

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S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name Peter MARTIN

Phone [REDACTED] -email preferred

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

- Exit from Highschool to 248 dangerous:
Roundabout?
- Leave Railtrail as is. Deer Valley DR
- Intersection of Bonanza + ~~248~~ Needs control

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?



GENERAL COMMENTS

What issues related to SR-248 are important to you?

- concerned about additional traffic on roadwork when action is taken
- Need add'l provisions during peak seasons

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State Route 248
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ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 11/14/17

Name

Pamela M. Elmer

Phone

[Redacted]

Email

[Redacted]

Address

[Redacted]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Intense traffic at morning and evening rush hours

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Rail trail preservation

GENERAL COMMENTS

What issues related to SR-248 are important to you?

Please consider 2 lanes into town in the morning and two lanes out in the afternoon

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name Hilary Burke
Phone [REDACTED]
Email [REDACTED]
Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Increased congestion - however I don't think the level is of congestion is that bad given the population increases in our area.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Public transportation! I believe this is a key factor in solving this issue. As well as preserving land/trail use (Rail Trail!)

GENERAL COMMENTS

What issues related to SR-248 are important to you?

My opinion is that getting excess cars into Park City proper will only cause more congestion in town. Money is better spent on public transportation resources. A bus only lane on SR-248, would be great. Encourage people who don't live in town to car pool or bus. Make sure neighborhoods have adequate bus services to get them conveniently to where they need to go.

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S.R. 224 to U.S. 40

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/2017

Name RUTH RIVERA

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

BACK UP HOLDING WEST DUE TO MERGE, FROM US-40
PAST THE N.A.C. ~~IN~~ IN MORNINGS + REVERSE IN PM
MORNING, FROM 2 LANES TO 1.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

• PRESERVE RAIL TRAIL



GENERAL COMMENTS

What issues related to SR-248 are important to you?

- MOUNTAIN RAIL TRAIL (PRESERVATION)
- CREATE UNDERPASS ~~AND~~ PEDESTRIAN WALKWAY AT HIGH SCHOOL TRAFFIC LIGHT
- HOW DO YOU CREATE TRAFFIC GAPS IN ORDER TO TURN ONTO SR-248 - NOT ONLY LEFT TURNS BUT RIGHT TURNS AS WELL
- CREATE 2 LANES BOTH EASTBOUND + WESTBOUND BETWEEN PARK AVE AND U.S. 40

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11-14-17

Name Mark J. Fischer

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

I would like to see the mountain cut back b/w Treasure Mountain School and the hospital to allow for a 30 yrt road widening - 1st class

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Just conform to state & federal standards - normal procedures

Thank you!

GENERAL COMMENTS

What issues related to SR-248 are important to you?

No "bandaids" - please
do it first class - plan for
next 50 yr solution

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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40

UDOT
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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name SHIRLEY WRIGHT

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

TOO MANY CARS COMING INTO TOWN.
NEED SATALITE PARKING LOTS.
NOISE / SAFETY

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

NOISE POLLUTION,
DON'T TOUCH THE RAIL TRAIL

GENERAL COMMENTS

What issues related to SR-248 are important to you?

- ① Less Cars - Make BUS ONLY LANES IN/OUT
- ② 4 Lanes only - 2 cars only 2 Bus only
- ③ Speed Limit Enforcement to Wyeat/Exp
- ④ Implement School Bus Usage -
- ⑤ Noise abatement (Berm)

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GENERAL COMMENTS

What issues related to SR-248 are important to you?

2 LANES INBOUND IN THE MORNING

2 LANES OUT IN THE AFTERNOON

WAY TOO MANY CONSTRUCTION VEHICLES IN + OUT OF TOWN

MAYBE MAKE THEM GET PERMITS AND LIMIT TRIPS PER DAY OR PER WEEK

MAIL TO

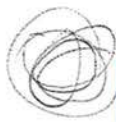
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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40





CONTACT INFORMATION (Optional)

Date

11/14/17

Name

Sally Elliott

Phone

[Redacted]

Email

[Redacted]

Address

[Redacted]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Too many cars, not enough public transit.
Park City needs FEWER cars, not increased
capacity. Create satellite parking and increase
public transit -

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Because I was a fierce trail advocate and
an elected City Council member, I was selected
to be construction manager of the Red Trail
in 1992 - It has steadily healed to attract a great
variety of wildlife & should remain a non-
motorized corridor connecting trails & transit

GENERAL COMMENTS

What issues related to SR-248 are important to you? -

*You guys are in the business of building roads
I'm an advocate for community. If you must
widen SR 248, make it 2 for Park A 2 for
public transit - I fought for bike lanes
years ago & those are important but not
at the exclusion of improved transit &
satellite parking - Park City is now charging
for parking eventually the projects will also
charge for parking. We need to discourage autos
from coming into town
We also been advocating for about 20 years
for light rail from the airport -
I still believe that's an eventual
solution*

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S.R. 224 to U.S. 40

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name KJ Osada

Phone [REDACTED]

Email _____

Address _____

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

HEAVY TRAFFIC DURING COMMUTE HOURS
LIMITED PEDESTRIAN ACCESS TO CROSS THE STREET
NO ALLOW TO TURN LEFT OFF 248 ON TO CONSTOCK WEST BOUND

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

ANIMALS + ^{THEIR} ACCESS TO OPEN SPACES + POISON CREEK
POISON CREEK ECOSYSTEM ^{NOT} IMPACTED BY NOISE + POLLUTANTS
OPEN SPACE FOR AESTHETICS + RECREATION
CLEAN AIR - HEALTH
PLANTS + TREES

GENERAL COMMENTS

What issues related to SR-248 are important to you?

THE RAIL TRAIL REMAINS AS IS AND NOT
USED AS AN ALTERNATE ROUTE FOR 248

INCREASE PUBLIC TRANSPORT + OUT OF TOWN PARKING

MAKE ~~ROAD~~ PEDESTRIAN ONLY WITH PUBLIC
TRANSPORT EASILY AVAILABLE

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State Route 248
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S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 14 Nov 17

Name Charles (Torch) Elliott

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

We should encourage mass transit, not
more lanes with two for cars and
two only for mass transit buses would
be a good solution.

Park City doesn't have internal road/parking
capacity to handle more ~~cars~~ ^{cars}

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Clean air to the extent possible

GENERAL COMMENTS

What issues related to SR-248 are important to you?

keep rail trail as recreational
use only
4 lanes with one for buses
in and one out of town would
be great. Three lanes solves
no problems.
Coordination with the PC school
district is necessary

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State Route 248
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S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name Robert C. Rosenberg

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

traffic congestion, noise ~~at~~ full AM + late Afternoon
Difficult to turn across 248 to/from side streets

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Real trees, hiking + mountain biking + views,
wetlands, Prospector Park at Wycott Camp

GENERAL COMMENTS

What issues related to SR-248 are important to you?

*solution that reduces traffic
on 248*

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S.R. 224 to U.S. 40



[Handwritten scribbles]



COMMENT FORM

CONTACT INFORMATION (Optional)

Date _____

Name Tom Beyer

Phone _____

Email _____

Address _____

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Numerous bottle necks causing delays. We need a short term solution, meaning within a year. We cannot wait until 2019. There are numerous ideas to address the problem.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Long term solution should address these issues

This meeting was a waste of time!



GENERAL COMMENTS

What issues related to SR-248 are important to you?

- 1. efficient Traffic flow
- * Build a Tunnel at High School - with completed by 2018
- * Utilize the Police Dept to create a better flow
- * ~~Build~~ a third lane - one way in the morning one way going out of town

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- * Long term, widen the 248 and look at traffic flow.

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COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name Sue Rosenberg

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

- impossible to make left hand turn from Wyatt Earp onto Kearns in the am or pm
- delays into Park City during morning rush
- delays outbound towards Rt 40 in the mid to late afternoon

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

- Trail ~~is~~ - extremely important - all sections
- wet lands ~~at~~ around rail trail + hiking trails.
- from 40 → ~~bonanza~~ bonanza.
- All hiking/biking trails in area.
- PC hill + hill along Kearns next to Prospector park

GENERAL COMMENTS

What issues related to SR-248 are important to you?

Improve traffic flow without
changing the hiking, biking, environmental,
and historic areas!!!

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CONTACT INFORMATION (Optional)

Date _____

Name I will check out
website & sign up
Phone _____
Email for email updates
Address Thank you —

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Traffic back up on both 248 & 224
are unacceptable, but as town grows solutions
are needed. Many cars have single occupant,
carpool lane, reversible lanes, bus lane —
out of town park & ride

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Biking & walking need safety —
I ride on the sidewalk & bike paths
rather than the street
Skating / Skiers off site out of
town shuttle service with express buses

GENERAL COMMENTS

What issues related to SR-248 are important to you?

Anything proposed needs to be convenient & time sensitive for those involved.

The historic & recreational "Flavor" of Park City must be preserved!

MAIL TO

SR-248 Project Team
c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
- ✉ sr248imprcved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40

UDOT
Keeping Utah Moving

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 14 Nov 17

Name Jeff Yaeger

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

My biggest concern is the rail trail.
I realize something needs to be done.
Not opposed to some kind of low impact rail. Quiet! safe environmentally
Pedestrian use still the priority. Friendly

GENERAL COMMENTS

What issues related to SR-248 are important to you?

MAIL TO

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c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
- ✉ sr248imprcved@utah.gov
- 🌐 udot.utah.gov/sr248improved



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 14 Nov 17

Name Jill Lydon

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

I believe that a train should be extended from the airport up I-80 to Kimball Jct. + pass 40 to get tourist out of cars + into mass transit

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

22R

GENERAL COMMENTS

What issues related to SR-248 are important to you?

MAIL TO

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3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

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- ✉ sr248improved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 11/14/17

Name KAZ BURWZ

Phone _____ - _____ - _____

Email _____

Address _____

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Traffic Backup Coming into town in
the AM and going out in the afternoon.
School Crossing holding up traffic on
248.

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Rail trail remaining Open Space and
Recreation needs

GENERAL COMMENTS

What issues related to SR-248 are important to you?

Use of Park and Ride lots out of town
for SKI Resorts
Encourage Carpools & riding
the bus

Open a lane coming in during am
and going out during pm

Put HS Crosswalk Underground

MAIL TO

SR-248 Project Team
c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
- ✉ sr248improved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 11/14/17

Name Francis Perry

Phone [REDACTED]

Email [REDACTED]

Address _____

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Temporary solution: 2 lanes coming into PC on 248 and 2 lanes leaving at designated times

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?



GENERAL COMMENTS

What issues related to SR-248 are important to you?

- keep traffic moving
- maintain trails

MAIL TO

SR-248 Project Team
c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
- ✉ sr248improved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



CONTACT INFORMATION (Optional)

Date 11/14

Name David Nicholars

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Traffic Signal @ Richardson Flat Rd
Improve transit and pedestrian safety

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Beautify the corridor
Add Public Art
wildlife protection

GENERAL COMMENTS

What issues related to SR-248 are important to you?

MAIL TO

SR-248 Project Team
c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
- ✉ sr248improved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 11/14/17

Name Todd Haber

Phone [REDACTED]

Email _____

Address _____

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

Access to schools and bus routing

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

wetlands and trails

GENERAL COMMENTS

What issues related to SR-248 are important to you?

reduce congestion

access to schools

number of signals in corridor

MAIL TO

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c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

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- ✉ sr248improved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/14/17

Name Bill Coanville

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

- ① Protect Rail Trail
- ② Build underpass at High School
- ③ Traffic control at High School (police) when exiting parking area when school is out

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

Slow growth

GENERAL COMMENTS

What issues related to SR-248 are important to you?

MAIL TO

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c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
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State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40



GIS Scroll Plot Comments

224-Bonanza Section Comments

No cars on Main Street (micro buses) - Look at Cambridge & Zermatt.
 Pedestrianize Main Street and only allow Micro-Buses.
 No cars on Main Street.
 Computerize traffic signals based on real time traffic. +1
 Can this be expedited to be improved by summer 2018? We have waited long enough!
 Trail connection behind Snow Creek [Drive].
 Speeds too high [arrows pointing either way on SR 248].
 Pedestrian crossing here [in-between Snow Creek Drive and Park City Cemetery].
 Need to limit number of cars into town, not increase capacity!!
 RE: ↑ AGREE, also don't increase high school capacity. Build another HS out of city limits.
 RE: ↑ This parking cost [rises] as you get closer to the center of town.
 Accept higher density housing to reduce number of workers driving in.
 Incentivize people to park and ride! Partner with Vail - give people something ex: discount food on the mountain.

Bonanza Intersection Comments

Roundabouts are a terror for pedestrians (and cyclists) [SR 248 and Bonanza].
 Round about [SR 248] and Bonanza.
 Hazard to pedestrians [SR 248].
 Right turn pedestrians dangerous [SR 248 and Bonanza].
 Round about [Bonanza and Prospector intersection]. +6
 Round-a-bout YES [Bonanza and Prospector intersection]. +1
 Impossible. Hard to turn left onto Bonanza during busy times.
 Kearns and Bonanza: Make it a transit center. For both busses and Tax.

Sidewinder Intersection Comments

Traffic light or roundabout.
 People buzz the right lane/reduce ion[?] is bad.
 Left turn from Sidewinder to 248 is a challenge. Often leads to traffic back- up.

Corridor between Bonanza and Comstock

Move Schools!
 Move high school out of PC proper.
 Difficulty to leave school lot.
 Research reversible lanes.
 Really? A whole cross walk for a religious group?
 Re: ↑ Tunnel? +6
 Move seminary.
 Move the seminary.
 Get rid of the [seminary] cross walk. +5
 RE: ↑ Yes, for sure!!!
 Get rid of [seminary] cross walk. Possible solution: Overhead walkway bridge for pedestrians.
 Do kids really need to commute to High School? We pay for schools bus, let them take it! +2
 Skiers already parking here [near Prospector and Sidewinder intersection] as there is no room for more cars in
 Build a pedestrian bridge for seminary/residents.
 Roundabout [at exit to high school].
 Put seminary on same side of Kearns as PCHS. +1
 Frontage road along school.
 Re: ↑ Not a bad idea.
 Frontage road for school campus. +1

Corridor between Bonanza and Comstock (continued)
Re: ↑ AGREE!
Bigger earth berm [South side of 248; west of Comstock]
Shallow moose like Jackson.
Bigger earth berm [South side of 248; west of Comstock]
Shadow moose like Jackson.
Comments near Intersection of SR 248 and Comstock
Round about here
No change needed
Concern: Additional traffic on Comstock.
Speeding down Comstock!
No through traffic on Sidewinder.
Comstock & Wyatt Earp Section Comments
[Treasure Mountain Junior High] School Access Lane!
RE: ↑ YES!
No more lanes. Use center lane for busses.
Have a light that allows school busses to exit all at once... too [two?] way intersections the way it is correctly.
School district right turn lane [in TMJH].
Noise and privacy walls along SR 248.
No traffic. Too much noise. Not safe. (Buffalo Bill Drive)
No more traffic. Unsafe for kids walking to elementary school because lack of sidewalks.
Don't add traffic to neighborhood.
No sidewalks in Prospector. Creates a safety hazard if traffic increases! +1
Shadow Moose like Jackson.
Bigger Earth Berm [North side of 248, near Treasure Mountain Junior High baseball field].
Raise manhole cover. +1 [Near TMJH District office building]
Keep Rail Trail as is. One bus only in Prospector. 248 needs emergency lane. Less traffic, not more into town. Don't make it easier for cars to get in. Prospector is possibly going from a nice little town neighborhood to a busy
No transit on Rail Trail. +2
No motorized vehicular transit, YES, "Multi-modal" bike, walk, transit, stroller, stake, etc..
Round yes [arrow to Wyatt Earp Way and SR 248] light, no sound wall high W,E skid row.
Restore RED bus route: Outbound: Comstock to Kearns to Wyatt Earp to Sidewinder to Comstock to PCMR.
Can't turn either way during bust times.
Roundabout, no traffic light!
RE: ↑ AGREE
Light or roundabout.
Round about. Don't need another light.
RE: ↑ 2nd this!
Have lane specific to school access and another lane for traffic into town.
No open road to on North 40 please.
Entrance/Egress to/from Park Meadows.
Roundabout to slow down incoming traffic all to go out of Wyatt Earp including red bus.

Wyatt Earp to Park and Ride Lot Comments
Look at European model! +2
Keep no left restrictions on Wyatt Earp and Buffalo Bill. +1
If you widen this road it will fill and you will have the same problem with congestion in three years again. Need micro-transport system on European model. +3
Better lighting. Lots of dear.
Separate bike lanes. [small median separating cars from cyclists] +1
Widen road 8'6".
Research reversible lanes... could it assist in solving clog? Visually, how will it look?
Rail Trail strays recreation only. +2
No change needed!
Center lane under utilized for all this space.
HOV only if 3+ in car. +1
Do not let construction trucks on SR 248 during rush hour.
Four lanes with HOV morning (west) and evening (east).
No motorized vehicles on Rail Trail. -Prospector HOA +3
SR 248: need more lanes. Have to come into PC before come into PC before 6:45 a.m. to avoid bumper to bumper traffic.
RE: ↑ Disagree!! Traffic will bottle here once it gets into town. Make an HOV lane if anything.
No more lanes. Please make the middle a bus/carpool lane.
No transit on rail trail pedestrian/cycling only.
Four lanes including two bus.
Designated bus lanes. Remote parking at Richardson Flat. +1
Monorail or Gondola along corridor.
Carpool or HOV lanes should be 2 or 3 people of driving age i.e.: to take cars off the road.
Micro-buses. More routes. More convenient. +2
Traffic signal here (at curve)
Make a tax route and no vehicular traffic.
No motorized vehicles on Rail Trail! +2
RE: ↑ Agree 100 percent.
Signal [at SR 248 and Park and Ride]
Richardson Flat Intersection
Hard to go left or right on SR 248
The resorts need to pay for their employees to park here and bus them into work.
Remote parking at Richardson Flat with aerial (gondola) to bus stop on 224.
TRAX
Aerial transit from Richardson Flat - to Art District. Gondola, people mover. -1
Metering lights [Park City Parkway].
Beautification and public art at underpass!
Take bikes 088 248 to Rail Trail.
Dedicated bus lanes. +1
Too many dump trucks. Is there a way to keep dump trucks coming from the canyons out of Park City. Can they go out to I-80 to 40 to Richardson Flats? They are loud, dangerous, wear the road down, and increase traffic.
Metering lights [at Round Valley Drive].
HOV Lane [at Round Valley Lane]
RE: ↑ Widen

Exit US 40 to SR 248
VMS and ITS signage on US 40.
Deal with construction at US 40 intersection no at Wyatt Earp!
Meter and widening east and west bound.
Congestion starts all the way back here [right turn from US 40 to WB SR 248] in the mornings during school and ski season.
People are unaware that there are two lanes to turn onto the ramp. Wait for right turn roads.
Parking lot and bus terminal service.
Two lanes both ways east of 40 - remove single lane portions.
Needs to extend study to the failure happening already. Traffic signal needs to be installed at Browns!!
Decent bus service from SLC to Airport.
Transportation hub here [west of US 40 exit]. School drop off area - here kids bused in from here.
RE: ↑ Yes to what this says!
Off ramp and 40 to R.V.R.Q. widening.
Bus service regular in both directions [US 40 to 248 to 224 to I-80 and vise versa].



Sr248 Improved <sr248improved@utah.gov>

Input

1 message

THOMAS HURD <[REDACTED]>

Sun, Nov 12, 2017 at 12:22 PM

To: "sr248improved@utah.gov" <sr248improved@utah.gov>

I have called Park City home for 37 years and have watched it grow from a quaint ski town to a urban nightmare. There is nothing to be done that will improve the traffic situation. Consider that even if 248 was a four lane highway where would all that traffic go once it hit the school area. Just too many people trying to get into a box canyon. In military terms you have a blivet. It is an impossible situation. Good luck, Thomas Hurd.

**Sr248 Improved** <sr248improved@utah.gov>

Park City, 248 traffic calming

1 message

Tanya Swenson <[REDACTED]>

Mon, Nov 13, 2017 at 7:31 AM

To: "sr248improved@utah.gov" <sr248improved@utah.gov>

I'm going to try and make the 14th. One observation that I have noticed about 248 is that the speed limit should be reduced to the Park City limits way passed Wyatt Earp both east and west. Cars know about the 50mph at Wyatt Earp, but start gassing it at the stop light, by the time traffic hits the Wyatt Earp intersection they are going way faster than 35mph which is the intersection, 50mph is just past the wall/intersection area "I think it is still there", I know this won't help with traffic issues, but safety at the intersection is definitely an issue. We have pulled out heading east with plenty of space and time, and have experienced "road rage" by high speed vehicles. I have had cars pass me on the right shoulder when I slow down for the right off 248 on to Wyatt, also honk and trail gate when I pull out right of Wyatt on to 248 heading out of town. Slowing down wont solve issues, but it might help with traffic flow and safety.

Tanya

--

Tanya Swenson



Sr248 Improved <sr248improved@utah.gov>

Transportation

1 message

Melanie Martin <[REDACTED]>

Mon, Nov 13, 2017 at 8:50 AM

To: "sr248improved@utah.gov" <sr248improved@utah.gov>

Cc: "[REDACTED]" >

Hi,

My name is Melanie Martin. My husband and I live in Prospector in Park City. We would like to put our thoughts into your discussion about transportation in and around PARK CITY and Prospector neighborhood in particular.

We are adamantly opposed to using the rail trail as any kind of transit Corredor, for multiple reasons. We use the rail trail quite frequently to hike, and bike. In the summer we often use it to get into old town instead of driving our cars. It is heavily used all year around not only by our neighborhood, but by the entire community and visitors alike. We are also concerned that the noise and air pollution that would occur due to more vehicles coming into town would directly, and negatively impact our quality-of-life, property values, and potentially health.

We think that limiting traffic coming into town on Highway 248 is imperative. Between school, resort, and worker traffic, 248 is already incredibly busy and seemingly unsafe in certain areas such as the turn off's to come into prospector neighborhood, and in front of the high school. We do not want to end up like Salt Lake City with terrible inversions due to our geography, and the contribution of more vehicles in this small city. We have to make parking lots on the outskirts of PARK CITY more appealing and available, and we have to make public transit more frequent and convenient. Perhaps if more of people coming into town could see a visual(real time sign) of how long it takes the buses to get into town to main destination areas, versus their personal vehicle, maybe people would actually see with their eyes the benefit of taking mass transit. Also, seeing the buses go past them on an HOV lane would be incentive to take the bus. I believe the HOV lane should be for three or more people, and that when implemented there should be more of a police presence in order to relay that it's misuse will not be tolerated.

I also believe that giving people who drive electric, bifuel, or fuel efficient vehicles should be allowed to drive in the HOV lane. Perhaps by giving this benefit to people, there would be more inclination to buy and use those types of vehicles. Let us be an example to other communities on how to conserve the lifestyle, happiness, and health of a growing, desirable community, by sending a message that we believe controlled growth is a good thing, and that forward thinking in protecting our environment and air before we get to the situation that Salt Lake City is in. It will be a much easier task on the front end, then on the rear.

Thank you for your time and consideration.



Sr248 Improved <sr248improved@utah.gov>

New Message (sent by contact form at UDOT S.R. 248)

5 messages

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>

Tue, Nov 14, 2017 at 9:52 AM

To: sr248improved@utah.gov

What are the transportation issues on SR-248 between SR-224 and US-40?: test
 What environmental resources in your community are important to you?: test
 What issues related to SR-248 are important to you?: test

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>

Tue, Nov 14, 2017 at 9:52 AM

To: sr248improved@utah.gov

What are the transportation issues on SR-248 between SR-224 and US-40?: sandra bergland
 What environmental resources in your community are important to you?: [REDACTED]

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>

Tue, Nov 14, 2017 at 1:36 PM

To: sr248improved@utah.gov

What are the transportation issues on SR-248 between SR-224 and US-40?: I believe that existing roads should be widened to facilitate the movement of traffic from SR 40 to Park City (don't add additional roads). I like the idea of a lane on SR-248 that could be used for both directions, depending on the time of day. Park City High School should limit the number of student drivers who are allowed to drive/park at the school (i.e. only Jr's and Sr's can get a limited number of permits).
 What environmental resources in your community are important to you?: The Rail Trail should be left alone. DO NOT put a bus route through there! It will have a negative impact the environment and the thousands of people who use it each year. It is important to keep nature as untouched as possible for the enjoyment of pedestrians/bikers/snow activities, etc.
 What issues related to SR-248 are important to you?: Widen SR-248 to facilitate the increased traffic flow into Park City

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>

Tue, Nov 14, 2017 at 3:57 PM

To: sr248improved@utah.gov

What are the transportation issues on SR-248 between SR-224 and US-40?: school and end-of-work traffic congestion. Lack of bicycle lanes from 224 to Wyatt Earp Way. Multi-use pathway existing only on one side of Kearns Blvd, ending prematurely before 224 intersection in a narrow sidewalk.
 What environmental resources in your community are important to you?: wildlife along Rail Trail, Superfund site in corridor (mitigating environmental hazard), establishing barriers to keep wildlife like deer away from roadways
 What issues related to SR-248 are important to you?: traffic congestion and the lack of bicycle infrastructure. increasing traffic as more developments come into being in the Richardson Flat area and Hideout area.

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>

Tue, Nov 14, 2017 at 9:55 PM

To: sr248improved@utah.gov

What are the transportation issues on SR-248 between SR-224 and US-40?: high traffic congestion, bad bike lanes in urban sections & next to hill side
 What environmental resources in your community are important to you?: alternative non-motorized transport options, clean air,
 What issues related to SR-248 are important to you?: better bike lanes



Sr248 Improved <sr248improved@utah.gov>

sr 248 improved

1 message

sandra bergland <[REDACTED]>
 To: sr248improved@utah.gov

Tue, Nov 14, 2017 at 2:41 PM

To UDOT

I am a resident of prospector. I live at [REDACTED] My back fence is north facing. I witness the east and west bound flow of traffic daily. I know that there is a need for improvements to the current road. However, The "improvements" to 248 concern me. After reading the reports, I would like to give my feedback, opinion, suggestions during this time of Scoping.

My Concerns:

1. Rail Trail
2. Noise (Environmental)
3. Public Transportation
4. Metering Traffic In/West Bound and Out/East bound

1. Rail Trail

DO NOT CHANGE IT! It is important for Tourism, Recreation, environmental concerns (noise, wetlands, hazardous waste)

2. Noise

With the widening of the road there will be more traffic and more Noise. There has been mention of a noise wall in past studies. Have you considered a landscaped 5'-6' Earth berm from Cooke dr to Wyatt Earp on the south side of 248? It could be built with a supporting wall facing north on the south side of the 248 using the same design as the tunnel walls? If a cut out happens between Wyatt Earp and Richardson flat, could you use the cut out dirt to fill the earth berm?

3. Public Transportation

Parking at Richardson Flat is inevitable for traffic mitigation within city limits. There should be a sole bus lane to and from Richardson flat to Comstock or Bonanza. The Bus Lane will promote public transit as it passes traffic in the slow lane. VMS and ITS systems on the 40 to encourage public transit, parking at Richardson Flat and/or using the Mayflower lift at Deer Valley. Maybe the Bus lane shared with HOV lane?

4. Metering Traffic In/West Bound and Out/East boundIn/west Bound traffic

Metering- Inbound traffic should already be merged or metered before it gets to Richardson Flat road. Widening the off ramps and widening west/east bound 248 should be considered. Including a metering light system at the 40 all directions , Round Valley dr, and Richardson flat Rd. Using ITS or VMS systems on the 40 and the east side of the 248 to encourage parking at richardson flat. If you control the traffic before richardson flat, there may be no need for an extra lane inbound.

HOV lane with a +3 policy starting on the 40 off ramps and inbound from Kamas on the 248 merging with the bus lane at richardson flat.

School District- The School district should be held responsible for not promoting nor encouraging bus usage and public transportation for students. For the betterment of the community, they should be ask to provide/build a right turn lane at the beginning of the campus onto campus for student drop off.

Cooke Dr tunnel. YES!!!!

Speed Limit - 35 mph starting at Richardson Flat Rd

Out/East bound traffic

Widening- The road should be widened from Sidewinder to Richardson Flat Rd to get traffic and Busses out of the city. AND Widening at the 40 intersection to get people on the highway. With the Widening there MUST be NOISE Prevention and public transit!!!

Speed Limit - 35 mph until Richardson Flat Rd

11/22/2017

State of Utah Mail - sr 248 improved

In recap, the most important thing to me as a resident is the rail trail staying the rail trail, Noise solutions, public transport and traffic metering!

If you have any questions please contact me.

Thanks

Sandra Bergland





Sr248 Improved <sr248improved@utah.gov>

Input for Scoping Meeting

1 message

TPG Govin <[REDACTED]>
Reply-To: TPG Govin <[REDACTED]>
To: Sr248 Improved <sr248improved@utah.gov>

Tue, Nov 14, 2017 at 4:09 PM

SR-248 Project Team:

Attached is a letter for input to the Scoping activity. This letter is a summary from the Prospector Park HOA Stakeholder team member.

Tim Govin

=====
Tim Govin
Prospector Park HOA
[REDACTED]

 **Prospector Park HOA Input to Scoping Mtg 11-14-17.pdf**
201K



14 November 2017

SR-248 Improvement Team

RE: November 14th Scoping Meeting

Dear SR-248 Project Team

As the representative for the Prospector Park HOA in the Stakeholder Working Group, I have been active within the neighborhood collecting opinions, desires and concerns regarding the upcoming improvements to Kearns Blvd.

The Prospector Park HOA residents are all very keen to be informed and to keep a close watch on these activities as they will play a major role in affecting the integrity of one of the few family neighborhoods in Park City proper.

In a meeting we held this week to discuss these issues, there was overwhelming support for the following three concepts.

- The Rail Trail should remain a recreational treasure for the people of Park City and its many visitors.
- We recognize there is a strong desire to increase the capacity of SR-248 through Park City. We would request that the Project Team also recognize that a significant portion of this corridor runs alongside many family residences. We are not excited about increasing traffic on SR-248. *Rather, we would much prefer to see actions that the PCMA and UDOT could take to reduce traffic.* As such, we would like to suggest that UDOT consider a plan that would give priority along the SR-248 corridor to public transit (buses). *For example,* if the project created two lanes in each direction, but with one lane each way restricted to public transit, those that choose to drive themselves would learn (through direct observation of buses passing them by) that public transit is a better selection and would therefore be inclined to change their preferred mode of travel in and out of town.


- Although we are not excited about increasing the capacity of the Kearns Blvd corridor, we can suggest that the addition of a second underground pedestrian crossing at the Cooke Dr. location, in place of the HAWK signal, would certainly improve traffic flow and add to pedestrian / vehicular safety. We also believe, that a round-about at Kearns Blvd and Wyatt Earp Way would be much preferred over a stop and go signal. Again, this would help improve traffic flow.

We in Prospector Park HOA neighborhood would very much appreciate the SR-248 Project Team taking these points into consideration in your planning.

As a neighborhood, we have a lot of variety of residents. But as a group, we hold many common values. We treasure our neighborhood. It is where we live and raise our children. We care about "walkability". We value pedestrian safety and the ability of old and young to be able to ride their bicycles in a safe environment.

Thank you in advance for your consideration of our concerns.

Sincerely,

 TPG
2017.11.14
17:03:56
-06'00'

Tim Govin


for the Prospector Park HOA

cc: Andy Beerman, Mayor-elect



Sr248 Improved <sr248improved@utah.gov>

Fw: My 248 input

1 message

TPG Govin [REDACTED]
Reply-To: TPG Govin [REDACTED]
To: Sr248 Improved <sr248improved@utah.gov>

Tue, Nov 14, 2017 at 6:27 PM

----- Forwarded Message -----

From: "J Bond" [REDACTED]
To: [REDACTED]
Sent: 11/13/17 08:33:32
Subject: My 248 input

Dear Sally and Tim,

I regret not having been able to attend the meeting Tim graciously hosted. on Sunday, but I did want to provide you the contents of my formal letter to the UDOT/Park City Working Group once the window opens for input on November 11th. I won't be able to be at the meeting on Tuesday either.

Thanks again for all that you are doing to organize our thoughts and keeping this issue in the forefront. Prospector is one of the last vestiges of local neighborhood life in our charming town, and to sacrifice it on the altar of progress to allow more traffic to inundate the city would be pure tragedy.

Thank for you for taking my concerns under advisement. Here they are, in priority order:

1. Rail Trail Must Remain Protected

I know that you think this is not an issue to be concerned about, but I think any alteration of the current status of the Rail Trail will forever and irrevocably destroy not only the livability of the Prospector neighborhood, but all of Park City. So many people from all over town use this trail that it is inconceivable that any traffic-related justification would ever be convincing enough to warrant its destruction. And let it be known that I have a very personal dog in this hunt as my newly-purchased home abuts the Rail Trail. I don't need to tell you how my property value would be adversely affected by the installation of a bus lane going through my backyard, and I think I speak for all homeowners (and businesses) along the entire corridor.

2. The 248 Corridor Must Never Become an Alternative/Adjunct for the Primary Entrance (Route 224) to Park City

I think it would be impossible to forcefully reroute commuters to Park City coming from the Heber Valley, Kamas Valley, and all of the residences either already built or being contemplated in various locations that would use the same ingress route to Park City. That cat is already out of the bag, and future increases in traffic volume from those sources must be planned for. What scares me is the impact on the ambiance, livability, and air quality of our side of the city if Route 248 was expanded to the point where it became a viable alternative to commuters and visitors coming from the Salt Lake Valley. And horrors of all horrors, if it became an ingress route equal in size to Route 224, the resulting traffic volumes (not to mention the effects on Prospector from the volume of "cheaters" who would illegally use Sidewinder) would directly affect all of us, especially kids trying to get to the schools. The colossal traffic jams beyond what already occurs around the schools during peak use hours is beyond comprehension, and represents a clear and present danger to safety.

3. Alternatives to Expanding the 248 Roadway Must be Implemented First

The need to accommodate increasing local commuter traffic notwithstanding, we must do all we can to provide alternatives to adding more lanes of traffic. It is my belief we can handle the volume to come within the existing roadbed by doing the following:

A. Remove the bike lane. I am a biker, and I use the Rail Trail to access trails, including those in Round Valley using the underpass already in place. My husband is a road biker, and for longer excursions to the Kamas Valley, he has stopped using Route 248 altogether. Instead, he takes the Rail Trail to Richardson Flat Road, and proceeds from there. I do not think it would be unreasonable to promote the Rail Trail as providing better and safer access for all forms of biking. Using up valuable real estate on the main highway for a bike lane is superfluous given the Rail Trail alternative.

B. Restripe the road and provide appropriate signage for 3 lanes of traffic, with 2 of the three lanes assigned to incoming traffic in the morning and outgoing traffic in the evenings. Alternatively, assign one lane each to incoming and outgoing traffic, respectively, with the 3rd lane being assigned exclusively to bus, airport shuttle, Uber, and HOV traffic.

C. Installing more pedestrian underpasses, particularly at the High School, at the Bonanza Dr. intersection, and at the Kearns/224 intersection. This would greatly reduce the amount of pedestrian traffic, dangerous jaywalking and eliminate the traffic bottlenecks, which are particularly acute at the High School. In addition, build drop off points on both sides of 248 for school buses; this would eliminate the need for buses coming from town to have to cross over 248 and turn into the high school property. The kids can instead unload on the right side of the street and use the pedestrian underpass to get to school.

D. Heavily promote the use of and even the expansion of the Park 'n Ride lot in Richardson Flats, where commuters can park their cars and use free/cheap shuttle buses to get to town.

E. Consider charging tolls for non-residents that choose to drive in to Park City rather than take a free shuttle bus. Many out of town parents drive their kids to school. Many visitors do not understand the dearth of parking and drive in, circle around, get discouraged and leave. Sometimes they park illegally.

F. Sidewinder is a residential street and should never be used by commuters, no matter the time of day. Go sit at the 4 way intersection on Comstock at 5:30. Every other car roars down Sidewinder to avoid the light on Comstock at Kearns. The police enforce in the mornings at Wyatt Earp but we need signage and enforcement in the evenings at the 4 way.

4. The Wetlands and the Silver Creek Waterway Must Be Conserved

In addition to being wonderful open spaces full of life and beauty, these natural areas are vital to our quality of life. The roadway can only be expanded in width by impinging or even destroying these wild spaces, transforming our side of the city into one large offramp, destroying our property value, and demising the life-enhancing qualities of the Rail Trail environment.



Sr248 Improved <sr248improved@utah.gov>

248 comments

1 message

Zachary Richter <[REDACTED]>
To: sr248improved@utah.gov

Wed, Nov 15, 2017 at 10:39 AM

Hello UDOT,

Thank you for hosting the meeting last night. It was informative and a great way to meet those involved with the SR248 project. I didn't fill out a comment card and instead wanted to send an email with a few thoughts.

1. As an overall guiding principle, my vote is for the project not to increase the number of cars that come into Park City. Rather, I would like to see public transportation used to keep cars outside of the city and get people into the city.
2. In order to do this, I think the first thing that needs to happen with the project is to increase the width of SR248 to accommodate a dedicated public transportation lane in each direction. Once we can secure funding for this lane, the conversation for what mode of transportation can use these lanes would then be easier to have.
3. What I would like to see with a dedicated public transportation lane is the ability for buses to be able to use this lane to move large numbers of people to the PC transit hub, the ski areas and the businesses and hotels throughout the city. This could include large buses, smaller buses and city or potentially private taxis as long as there are multiple people in them.
4. As a solution to help make this work there needs to be incentive for people to use these modes of public transportation. I think the Richardson Flat lot is instrumental in this. If there was a dedicated entrance and exit ramp from HWY 40 to this parking lot, it would help make this much easier. Additionally, there needs to be infrastructure built around the lot. If visitors can do ski rentals at this lot and grab a quick bite to eat and a coffee before taking the bus directly to the ski area, there would be a huge incentive to use this. There could also be an electric bike lot for summer use. Large buses could take people to the ski areas and other high demand areas while smaller micro transit modes of transportation could disperse people out to the less used but important locations.
5. I really think that at some point in the future the city needs to close down Main St, Swede Alley and Park Avenue to combustion engines. These roads are becoming clogged up. They need to be for pedestrian use and potentially small electrical vehicle use. The electrical vehicles could be for hotels to get people and their bags to their lodging. This model would work very similar to the ski town of Zermatt, Switzerland who has been using this model for decades.
6. As a side note, I know that something needs to be done about school traffic. Possibly make it against school policy for any student who's a junior or below to drive to school. Possibly a dedicated school lane that breaks off from 248 somewhere around the administrative buildings. Incentivize the kids to ride the school bus somehow.

In conclusion, bold steps need to be taken to develop measures to transport people into the city. This federal money should be used for that. It would be a waste to use the money only to widen the road to allow more cars into our city. It would also be a waste of money to do nothing.

Zach Richter
[REDACTED]

**Sr248 Improved** <sr248improved@utah.gov>

New Message (sent by contact form at UDOT S.R. 248)

1 message

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>

Wed, Nov 15, 2017 at 10:44 AM

To: sr248improved@utah.gov

What are the transportation issues on SR-248 between SR-224 and US-40?: There is a significant clog that will only get worse as the community grows and as tourism continues to grow. The clog is first thing in the morning due to school and skier traffic. Same thing at the end of the day.

What environmental resources in your community are important to you?: We have a significant amount of wildlife along the rail trail. I worry about disturbing their habitat. Also, the stream that contains life and all the natural landscape. We live right off the rail trail and have the pleasure to see all the incredible creatures and life around this landmark.

What issues related to SR-248 are important to you?: I believe it will be important to look into expanding the 248 corridor and looking into reversible lanes. Also, there must be something done immediately about the overflow traffic that is going through the neighborhood to bypass. There are WAY too many cars and going WAY too fast- past 4 preschools!! I believe in a school lane coming into town for the 3 schools along 248/Kearns. The LDS must pay for a tunnel to get their students back and forth between the school and the church for their class. That is a HUGE issue those kids going back and forth on the road. Also, HUGE clog and issue around the Kearns/Bonanza section-- that area needs a very expansive round-a-bout



Sr248 Improved <sr248improved@utah.gov>

Homeowner Input for UDOT S.R. 248

1 message

J Bond <[REDACTED]>
To: sr248improved@utah.gov

Thu, Nov 16, 2017 at 3:47 PM

To Whom it May Concern:

I own the home at [REDACTED]. My backyard property line abuts the Rail Trail. In addition to the comments submitted by the Prospector Park HOA, I respectfully request to submit my own.

Here they are, in priority order:

1. Rail Trail Must Remain Protected

I know that you think this is not an issue to be concerned about, but I think any alteration of the current status of the Rail Trail will forever and irrevocably destroy not only the livability of the Prospector neighborhood, but all of Park City. So many people from all over town use this trail that it is inconceivable that any traffic-related justification would ever be convincing enough to warrant its destruction. And let it be known that I have a very personal dog in this hunt as my newly-purchased home abuts the Rail Trail. I don't need to tell you how my property value would be adversely affected by the installation of a bus lane going through my backyard, and I think I speak for all homeowners (and businesses) along the entire corridor.

2. The 248 Corridor Must Never Become an Alternative/Adjunct for the Primary Entrance (Route 224) to Park City

I think it would be impossible to forcefully reroute commuters to Park City coming from the Heber Valley, Kamas Valley, and all of the residences either already built or being contemplated in various locations that would use the same ingress route to Park City. That cat is already out of the bag, and future increases in traffic volume from those sources must be planned for. What scares me is the impact on the ambiance, livability, and air quality of our side of the city if Route 248 was expanded to the point where it became a viable alternative to commuters and visitors coming from the Salt Lake Valley. And horrors of all horrors, if it became an ingress route equal in size to Route 224, the resulting traffic volumes (not to mention the effects on Prospector from the volume of "cheaters" who would illegally use Sidewinder) would directly affect all of us, especially kids trying to get to the schools. The colossal traffic jams beyond what already occurs around the schools during peak use hours is beyond comprehension, and represents a clear and present danger to safety.

3. Alternatives to Expanding the 248 Roadway Must be Implemented First

The need to accommodate increasing local commuter traffic notwithstanding, we must do all we can to provide alternatives to adding more lanes of traffic. It is my belief we can handle the volume to come within the existing roadbed by doing the following:

A. Remove the bike lane. I am a biker, and I use the Rail Trail to access trails, including those in Round Valley using the underpass already in place. My husband is a road biker, and for longer excursions to the Kamas Valley, he has stopped using Route 248 altogether. Instead, he takes the Rail Trail to Richardson Flat Road, and proceeds from there. I do not think it would be unreasonable to promote the Rail Trail as providing better and safer access for all forms of biking. Using up valuable real estate on the main highway for a bike lane is superfluous given the Rail Trail alternative.

B. Restripe the road and provide appropriate signage for 3 lanes of traffic, with 2 of the three lanes assigned to incoming traffic in the morning and outgoing traffic in the evenings. Alternatively, assign one lane each to incoming and outgoing traffic, respectively, with the 3rd lane being assigned exclusively to bus, airport shuttle, Uber, and HOV traffic.

C. Installing more pedestrian underpasses, particularly at the High School, at the Bonanza Dr. intersection, and at the Kearns/224 intersection. This would greatly reduce the amount of pedestrian traffic, dangerous jaywalking and eliminate the traffic bottlenecks, which are particularly acute at the High School. In addition, build drop off points on both sides of 248 for school buses; this would eliminate the need for buses coming from town to have to cross over 248 and turn into the high school property. The kids can instead unload on the right side of the street and use the pedestrian underpass to get to school.

D. Heavily promote the use of and even the expansion of the Park 'n Ride lot in Richardson Flats, where commuters can park their cars and use free/cheap shuttle busses traveling in a bus lane to get to and from town. Oh, how many cities I

228

have visited where we take the bus because it is SO MUCH FASTER than sitting in traffic!

E. Consider charging tolls for non-residents that choose to drive in to Park City rather than take a free shuttle bus. Many out of town parents drive their kids to school. Many visitors do not understand the lack of parking and drive in, circle around, get discouraged and leave. Sometimes they park illegally. This adds to our congestion.

F. Sidewinder is a residential street and should never be used by commuters, no matter the time of day. Go sit at the 4 way intersection on Comstock at 5:30. Every other car roars down Sidewinder to avoid the light on Comstock at Kearns. Pedestrians and children on bikes are in danger if they are on Sidewinder. The police enforce in the mornings at Wyatt Earp but we need signage and enforcement in the evenings at the 4 way.

4. The Wetlands and the Silver Creek Waterway Must Be Conserved

In addition to being wonderful open spaces full of life and beauty, these natural areas are vital to our quality of life. The roadway can only be expanded in width by impinging or even destroying these wild spaces, transforming our side of the city into one large offramp, destroying our property value, and demising the life-enhancing qualities of the Rail Trail environment.

Thank you for taking my concerns under advisement.

Sincerely,

Jill Bond




Sr248 Improved <sr248improved@utah.gov>

SR 248 - Park City Process Input

1 message

Jay Burke <[REDACTED]>
To: sr248improved@utah.gov

Fri, Nov 17, 2017 at 9:56 AM

See Attached PDF. Thank You.

 **HWY248input.pdf**
617K

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 11/17/17

Name _____

Phone _____

Email _____

Address _____

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What are the transportation issues on SR-248 between SR-224 and US-40?

- AM / PM Congestion

- SPEED Invasive All other times - starting in front of Middle School

ENVIRONMENTAL CONSIDERATIONS

What environmental resources in your community are important to you?

- Wetland along Rail trail : 248

GENERAL COMMENTS

What issues related to SR-248 are important to you?

- The Rail Trail maintaining its
current non-motorized, Recreational,
status.

MAIL TO

SR-248 Project Team
c/o Lochner
3995 South 700 East, Suite 450
Salt Lake City, UT 84107

OTHER WAYS TO COMMENT

- ☎ 435-602-7440
- ✉ sr248improved@utah.gov
- 🌐 udot.utah.gov/sr248improved

State Route 248
**ENVIRONMENTAL
ASSESSMENT**
S.R. 224 to U.S. 40

UTDOT
Keeping Utah Moving

**Sr248 Improved** <sr248improved@utah.gov>

SR 248 in Park City

1 message

Mark Walsh <[REDACTED]>
To: sr248improved@utah.gov

Fri, Nov 17, 2017 at 10:31 AM

To whom it may concern:

Highway 248 from Highway 40 on the east to Kearns Blvd. in Park City is in dire need of widening and upgrading.

The bottleneck in the middle of this stretch of roadway by Prospector Square and the schools (where the 4 traffic lanes from both directions are pinched down to two lanes) is THE primary factor responsible for excessive congestion and delay through the unofficial "back door" to Park City.

During peak commute times throughout the year/ holidays/ and festivals, it is not uncommon for traffic to be stopped or slowed to a crawl on either side of the narrowed section of roadway.

When traffic on Highway 224 is congested or blocked, Highway 248 serves as the only alternative way in or out of town, and "pressure relief" for the ever-increasing number of people and vehicles.

Minor improvements over the years have only forestalled the inevitable requirement to expand the roadway to a minimum unrestricted 4-lanes from end to end, with- if space and budgets permit- a center turn lane and dedicated bike lanes in both directions.

Anything less will serve only to continue to hinder the flow of traffic, increase delay/ aggravation/ and pollution, and measurably diminish the everyday experience of countless residents and visitors for years to come.

I urge the prompt widening of this crucial roadway, without further unnecessary delay.



Sr248 Improved <sr248improved@utah.gov>

New Message (sent by contact form at UDOT S.R. 248)

1 message

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>

Sat, Nov 18, 2017 at 8:15 AM

To: sr248improved@utah.gov

What are the transportation issues on SR-248 between SR-224 and US-40?: Lots of traffic, especially when coming up to ski

What issues related to SR-248 are important to you?: 4 lanes (2 each direction) the whole way



Sr248 Improved <sr248improved@utah.gov>

My suggestions

1 message

Joe Feely <[REDACTED]>
To: sr248improved@utah.gov

Sat, Nov 18, 2017 at 9:41 AM

I sympathize with the concerns of residents in Park City who live near Route 248. But I am convinced that they are mistaken in opposing the expansion of the highway to accommodate the increasing traffic. I lived in the Washington, DC area for many years, and the argument that failing to provide adequate highways will somehow prevent more people from coming to our town has been shown to be greatly mistaken in Northern Virginia. When Route 66 was built inside the Washington beltway in the early 1980's, it was built with only 2 lanes in each direction. That was a political compromise that has been regretted ever since because of the grid lock on the Route 66 corridor. Failing to adequately build highways didn't stop the explosive growth in Northern Virginia. It simply made life miserable for millions of Virginians when they commute to and from work.

When we look at the planned housing construction projects in Summit County, we can see that a lot more people are going to be living here soon. Economic activity in and around our city is bringing more vehicular traffic, and it is only going to get worse if we don't increase the capacity of our highways. My recommendation is to increase the capacity of Route 248 so it has 2 lanes in both directions from Route 40 to S.R. 224. I would also install an underground walkway in front of Park City High School. While there would be a benefit to installing reversible lanes on Route 248, this would be a temporary solution that would eventually have to be revisited. I would prefer to solve the problem in a more permanent manner, rather than incur the expense and disruption of construction a second time in the not too distant future.

I've seen the problems caused by traffic jams of skiers approaching or leaving the resorts in bad weather. The stalled traffic on Route 248 causes back ups throughout the city and needs to be remedied. Mass transit proposals aren't easily implemented, are very expensive and probably won't work. They haven't worked very well in Northern Virginia.

Ignoring the traffic problem on Route 248 isn't going to make it go away. I hope that UDOT will do the right thing and build the needed lanes on Route 248 in the areas where they are missing.

F. Joseph Feely III
[REDACTED]



Sr248 Improved <sr248improved@utah.gov>

Highway 248 Planning

1 message

Tom Clyde <[REDACTED]>
To: sr248improved@utah.gov

Sat, Nov 18, 2017 at 3:30 PM

Ski season is about to start, which means the morning traffic standstill on SR248 will resume. I've never understood the long delay in making even temporary improvements. Re-stripping it so there are 2 lanes in-bound would do a lot to reduce the congestion. You've got traffic coming from Kamas and Heber at 65 mph reducing to 2 lanes, and then to one lane at the same time the speed limit is dropping. Of course it backs up. That is a fix that could have been made years ago with about \$500 in paint.

The current situation is dangerous, with traffic backed up at a dead stop on to US40, in the traffic lanes, with through traffic coming at them at 65 mph.

There is a lot of discussion about widening it to 4 lanes, with 2 of them being dedicated bus lanes. It's pretty much inconceivable that people will drive from Kamas, or the growing population at the Browns Canyon junction, just about long enough to get their cars warm and comfortable, and then park on the windswept plain of Richardson Flat so they can stand in the cold to transfer to a bus. There will be some, and the commuter bus from Kamas will take some pressure off the road. But wasting 2 lanes of capacity for empty buses doesn't make sense.

One solution would be to push the ski resort parking to Richardson Flat, with shuttles that run directly to PCMR without stops along the way, at high frequency. But that is a Vail problem, and a service they should provide to their customers, not something the City transit system should provide for them. It faces enormous local opposition, but building a one-lane bus route in the rail trail right of way, leaving the trail alone, would allow express bus service from the Siberia lot at Richardson Flat.

Limitations on construction vehicles at peak hours would also help. Traffic really backs up when a parade of concrete trucks moves through, each one taking a full light cycle to get up to speed, so only one or two vehicles get through the intersection.

There must also be some way to redirect the traffic around the schools to eliminate or minimize the number of left turns at Comstock in the mornings.

The cultural shift that will turn long time dwellers of small mountain communities into NYC straphangers on the bus may happen, but it's a generation away.



Sr248 Improved <sr248improved@utah.gov>

SR 248

1 message

Lauren Barros <[REDACTED]>

Sun, Nov 19, 2017 at 11:21 AM

To: "sr248improved@utah.gov" <sr248improved@utah.gov>

To whom it may concern:

I care very much about traffic, pollution, and walk ability in park city. I would vote for an alternative that facilitates better public transportation, biking and walking. I would vote against any option that would increase the number of vehicles coming in and out of park city.

Thanks for taking the time to listen.

Best regards,



Sent from my iPad



Sr248 Improved <sr248improved@utah.gov>

SR 248 Entry/Exit Park City and Rt 40

1 message

kittyimskier@aol.com <[REDACTED]>

Mon, Nov 20, 2017 at 3:47 PM

To: sr248improved@utah.gov

Cc: council_mail@parkcity.org

Dear Sir or Madam

I know there have been a lot of discussions and ideas about traffic flow in & out of Park City, UT along SR 248 and 224 for four or five years but we don't know when and if a solution will be found. However, I have a recommendation to use along SR 248 in the meantime to cut down on huge backups of traffic and resulting pollution. This procedure could be used as a test during this ski season which starts on Thanksgiving Day 2017 just to see how it works and it will help to make a decision for a permanent plan of action.

Between the hours of 7am and 10am put orange traffic cones adding the center lane to the incoming traffic from the SR 248/RT 40 area all the way to Bonanza. Have the traffic cones situated so that the left lane knows it is a turn only lane into Bonanza going towards Park City Mountain Resort and Deer Valley entrances. Between the hours of 2pm to 6pm have the traffic cones adding the center lane for outgoing traffic up to the RT 40 bridge.

Since discussions on traffic and busses have been going on for all these years not much has changed and traffic is getting worse. The simple plan I propose is similar to construction changes which are done all over Utah and all over the US so there should not be any problem and at least we can see how this traffic shift would work with minimal cost. Also, I was surprised that another lane was not put in this summer when SR 248 was dug up the entire summer laying pipe. It would have been more cost effective to have taken care of two issues at the same time and put another lane down. But, that's just me.

Park City is getting many more visitors these past three or four years which brings in a whole lot more revenue and we would like to see that continue. However, it will negatively affect the revenue if visitors have to spend four hours driving a distance which should only take them less than 10 minutes and they will go elsewhere to spend their ski dollars. The same is true of the Sundancers. These visitors get caught up in our traffic which could be managed better.

Kitty Imdahl



Sr248 Improved <sr248improved@utah.gov>

New Message (sent by contact form at UDOT S.R. 248)

4 messages

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>
To: sr248improved@utah.gov

Mon, Nov 20, 2017 at 10:17 AM

What are the transportation issues on SR-248 between SR-224 and US-40?: I live on Doc Holiday Drive and our backyard faces SR-248. Traffic noise on SR-248 is LOUD (lots of trucks in addition to heavy car traffic) and pretty constant until late at night, and with so many vehicles, I'm sure the air quality along SR-248 is no the greatest. Also, it's very difficult to turn left out of our Prospector neighborhood onto 248 because of heavy traffic. This heavy traffic also makes for very slow going at times (e.g. in the AM, when the schools let out in the afternoons, and in the early evenings when a lot of people get off work). The pedestrian crossing light at the high school slows traffic down greatly.

What environmental resources in your community are important to you?: The Rail Trail for recreational use is HUGLEY important to me. I have lived in the Prospector neighborhood for almost 14 years and know that this trail is heavily used for recreational purposes. I think it actually reduces traffic on SR 248 because with the Rail Trail so close to so many residences, lots of people can access recreation without having to get in their vehicles to drive to trail heads. Also, I know that there is a lot of wildlife around the Rail Trail, so protecting this environment from development is very important to me.

What issues related to SR-248 are important to you?: Reducing traffic! I think UDOT should not do anything to encourage MORE vehicle traffic on SR-248: there is already too much noise and congestion (and probably air pollution) now. That said, I would be in favor of reverse traffic lanes to accommodate peak traffic instead of widening the road. And a way for people to cross SR-248 at the High School without having to stop traffic (e.g. a tunnel under SR-248 OR a bridge over). Also, I think something should be done to encourage people to get on a bus to come into town instead of driving all the way in.

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>
To: sr248improved@utah.gov

Mon, Nov 20, 2017 at 1:15 PM

What are the transportation issues on SR-248 between SR-224 and US-40?: The issue is that we study things to death and don't do anything. The fact that this isn't going to be decided upon until the Spring of 2019 is sad. Analysis by Paralysis.

What environmental resources in your community are important to you?: The traffic is what it is. I need my car for work on a daily basis as I am in sales and travel about many times a day. Public transportation isn't going to change things.

What issues related to SR-248 are important to you?: This is a very simple process. Use the existing lanes and make them reversible. The other thing that should be done is putting the cross walk by the high school under ground and eliminating the Flashing Red Lights

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>
To: sr248improved@utah.gov

Mon, Nov 20, 2017 at 9:07 PM

What are the transportation issues on SR-248 between SR-224 and US-40?: Too many vehicles

What environmental resources in your community are important to you?: All of them. Please don't pave over paradise

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>
To: sr248improved@utah.gov

Mon, Nov 20, 2017 at 9:13 PM

What are the transportation issues on SR-248 between SR-224 and US-40?: Too many incoming vehicles with nowhere to go

What environmental resources in your community are important to you?: All of them especially open space

What issues related to SR-248 are important to you?: That we don't widen it only to create access for too many cars into a dead end

**Sr248 Improved** <sr248improved@utah.gov>

feedback on S.R. 248

1 message

Patrick Giam <[REDACTED]>

Mon, Nov 20, 2017 at 7:08 PM

Reply-To: pgiam005@gmail.com

To: sr248improved@utah.gov

Hello. Here are my thoughts:

- 1) Please do not turn the Rail Trail into a roadway. It is too valuable to the community as a recreational area-- used by runners, cyclist, walkers, skiers, and families of all ages.
- 2) Consider changing the "left turn lane" on 248 into an inbound traffic lane during the rush hour
- 3) Create a remote bus lot outside of Park City and use the bus service to bring people into Park City

Patrick Giam
concerned Park City resident



Sr248 Improved <sr248improved@utah.gov>

248

1 message

Tim Jeffrey <[REDACTED]>
To: sr248improved@utah.gov

Wed, Nov 22, 2017 at 8:16 AM

1. Build a bridge or tunnel at the high school crosswalk. That light with all the pedestrians really slows things down. If you build a bridge it has to look nice as an entry way into town - not like the one over I80 by McDonalds. Something that goes with our mining tradition or like the Town Lift bridge - lots of wood.
2. Time to think big and bring rail. If Zermatt, Switzerland can do it, so can we! <https://www.gornergratbahn.ch/en/winter/>
People don't take the bus because it's slow.
3. No more lanes. More lanes only encourages more cars and we'll be having this discussion again in 10 years.

Thanks.



Sr248 Improved <sr248improved@utah.gov>

Rail trail off

1 message

Mario Fernandez <[REDACTED]>

Fri, Nov 24, 2017 at 6:11 PM

To: "sr248improved@utah.gov" <sr248improved@utah.gov>

Don't know why Rail Trail should be considered as a place to relive traffic is outrageous it's a family friendly place to run and get to the outdoors I am against this

I as a Prosoector owner would be damage by this if ever approved my condos now are with a beautiful view and 30 seconds walk to this nice place and just thinking in now having a road is not nice

Thanks

Mario

**Sr248 Improved** <sr248improved@utah.gov>

Park City roads

1 message

patty schloesser <[REDACTED]>
To: sr248improved@utah.gov

Sun, Nov 26, 2017 at 2:42 PM

Hello,

I recently read the Park Record article about widening 248. I also read that some individuals say it is not a problem. Living close to 248 I travel from Quinn's Junction to the city several times per week. It is a big problem. Sometimes the traffic is backed up all the way from the dog park to the high school. It does help that after the high school the road becomes four lanes.

I feel strongly 248 needs to be four lanes with a center turn lane and longer right turn lanes. I do not feel it is necessary to have two bus lanes in the middle or on the side. I believe the two additional lanes in both direction would be sufficient to handle the traffic.

Other improvements would be to add an overhead walkway for students to use thus or another tunnel. The light at Bonanza and Kearns Blvd needs to be adjusted to allow more cars to be able to turn left from Kearns onto Bonanza.

Please widen 248 from the point it becomes a two lane to beyond the high school where again it becomes four lanes. It is needed so that our travel to appointments and recreation in Park City can be done in a timely manner.

Thank you

Mary Schloesser



Sr248 Improved <sr248improved@utah.gov>

U 248

1 message

Jerry Gibbs <[REDACTED]>
To: "sr248improve@utah.gov" <sr248improve@utah.gov>, Stacey <sfgibbs@msn.com>

Tue, Nov 28, 2017 at 3:58 PM

I am a resident at [REDACTED] I have the following comments.

1. Priorities for improvements should be transit, transit related, vehicular and finally bicycle
2. Move schools to a new campus area outside of City
3. Construct Access road to surface lot/new Parking structure off of 248
4. City provide 10 min transit service to transit center/ski areas 7 am to 6pm, 30 min service until 10 pm. Seasonally
5. Minimum road section to accommodate an HOV lane in each direction.
6. Expand road equally on both sides.
7. If only on south side compensate Prop Owners
8. Reduce/eliminate center lane width thru wetlands.
9. Minimize impact to wetlands
10. Minimize width breakdown lane
11. Eliminate right turn lane
12. Prohibit left turns at Buffalo Bill and Wyatt Earp between 7 Am and 6 PM
13. Eliminate bike lane on 248 signage to send bicycles to Rail Trail.
14. Prohibit bicycles from using 248 during morning and evening commute times

Hopefully I am not too late to submit comments.

Respectfully,

Jerry Gibbs
[REDACTED]

**Sr248 Improved** <sr248improved@utah.gov>

New Message (sent by contact form at UDOT S.R. 248)

1 message

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>

Tue, Nov 28, 2017 at 4:47 PM

To: sr248improved@utah.gov

What are the transportation issues on SR-248 between SR-224 and US-40?: I believe the transportation issues are single driver vehicles (I am one), and drivers self-policing the merge to a single lane, whether by driving only in the left hand lane to anticipate the merge, or by blocking right-lane traffic. I believe the way the merge is designed, or the way people handle the merge, is a roadway deficiency.

What issues related to SR-248 are important to you?: Mitigating traffic and congestion, and the experience of driving this road straightforward and pleasant. I would be happy to park and ride from Richardson Flats. I do not ride transit currently because the Kamas Commuter is too far out of my way, and buses do not run often enough. I am also concerned by the way commuters handle merging to one lane (every morning I ask myself: should I be the asshole and drive in the empty lane? Should I follow the herd and waste time in the left lane? I'm pretty sure those decisions should be made by transportation planners who design the road, not drivers!). It is unsafe and unpleasant. Road rage is no way to start anyone's morning!



Sr248 Improved <sr248improved@utah.gov>

Rush hour traffic

1 message

Rush Hawkins <[REDACTED]>
To: sr248improved@utah.gov

Wed, Nov 29, 2017 at 1:27 PM

Hey guys,

I'm not sure if we need another pedestrian tunnel or bridge for school traffic, but between the pedestrian traffic and the stop lights, something needs to be done to address the traffic that effects us. Having traffic backups as bad as they have been this year in the shoulder and off-season is a bit ridiculous. When the busy season is upon us, the traffic will be relentless.

Thank you!

Rush

Rush Hawkins
[REDACTED]
[REDACTED]



Sr248 Improved <sr248improved@utah.gov>

S.R. 248

1 message

Sarah Hawkins <[REDACTED]>
To: sr248improved@utah.gov

Wed, Nov 29, 2017 at 1:22 PM

Hello,

I am writing to voice my concern about the traffic issue on 248 during the morning commute. While there are random days during the off season when the traffic is backed up, the majority of the congestion occurs throughout the school year and then is further escalated when the resorts open. I am honestly not sure what you are exactly what kind of information you're seeking from us "Parkites" but because I complain so much about this issue, I must participate and voice my concerns. It really is so disappointing that I live a few miles from my workplace on Kearns and it can take up to 45 minutes to arrive to daycare/work from Trailside when it seems that more can be done to help alleviate the issue. I wish I had a suggestion for you, but hoping that your studies can come up with some ideas as to how to improve the situation. I assume that cutting roads into the mountains and developing another road in is out of the question, so to me I would like to hear about doing the additional lane of traffic into town in the mornings and how that would affect the commute. I think a large issue is the two lanes converging to one, but have also noticed that the light at Comstock and Kearns really backs things up too. It would be interesting to see if anything could be done there to either divert traffic that is making the light turn red from Comstock, or even something like a roundabout to keep things flowing.

Another major issue that I have is the drivers that thinks people driving in the right lane are doing any wrong. They often pull out to straddle both lanes and give you the finger as you drive by with your toddler in the back, which is dangerous and illegal. They obviously have never read about zipper merging and how having two lanes is more effective than all piling up on the left lane. We need to educate locals (or non-locals) about proper traffic rules and let them know that is not working. Maybe a cop should sit out there on 248 where it merges instead of having four around the neighborhood streets pulling people over that turn left between 7-9am to cut through traffic and into the neighborhood.

Please help us out and try to come to a solution that would help improve the efficiency of the traffic into town on S.R. 248. It really would make life a lot more pleasant for everyone.

Thank you.

Sarah Hawkins

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Visit us:

**Sr248 Improved** <sr248improved@utah.gov>

248 Traffic

1 message

Kasia Sutherland <[REDACTED]>
To: "sr248improved@utah.gov" <sr248improved@utah.gov>

Wed, Nov 29, 2017 at 3:16 PM

To Whom it may concern:

I commute daily from Trailside to Prospector via 248. It has become apparent that traffic continues to increase year round, inbound in the morning, and outbound in the evenings. The situation is further exacerbated by community members who take it upon themselves to straddle the two lane highway right after Quinns Junction in order to keep people from using both lanes up to the merge. Signage and police patrol keeping people from doing this would drastically help the issue that causes traffic to further back to the highway. In addition two lanes inbound in the mornings continuing to the two lane expansion near Bonanza could drastically help this traffic flow as well.

Thanks,
Kasa



Sr248 Improved <sr248improved@utah.gov>

New Message (sent by contact form at UDOT S.R. 248)

1 message

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>

Fri, Dec 1, 2017 at 3:11 PM

To: sr248improved@utah.gov

What are the transportation issues on SR-248 between SR-224 and US-40?: I would try to get dedicated bus lanes with adequate parking at quinn's junction.

What environmental resources in your community are important to you?: I like the rail trail, with it's access to mnt. bike trails.

What issues related to SR-248 are important to you?: Traffic around the junior high and high school are problematic. It would be nice to have a bridge for pedestrian traffic over 248.

**Sr248 Improved** <sr248improved@utah.gov>

New Message (sent by contact form at UDOT S.R. 248)

1 message

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>

Tue, Dec 5, 2017 at 4:08 PM

To: sr248improved@utah.gov

What are the transportation issues on SR-248 between SR-224 and US-40?: Expanding SR248 to four lanes (two in each direction) from Bonanza to US-40 with a center lane for buses, plus installing a tunnel for student crossing at the high school is the best and least disruptive solution. You should not always prefer the cheapest solution.

What environmental resources in your community are important to you?: The rail trail must be preserved!!! Do not make it motorized in any way!!! It is one of our most valuable community resources!!!

What issues related to SR-248 are important to you?: Do not use the rail trail for any motorized traffic.



Sr248 Improved <sr248improved@utah.gov>

State Route proposed improvements in Park City

1 message

Mark Brown [REDACTED]
To: sr248improved@utah.gov

Wed, Dec 6, 2017 at 10:41 PM

Hello,

My wife and I live in Park City at [REDACTED]

After hearing a very informative, well presented traffic/parking presentation at Rotary yesterday, then seeing the alternatives last night at the PC Library, I have the following feedback re the various alternatives proposed to improve the traffic flow on SR 224:

- I am very appreciative of the effort put in by town and county employees, elected officials and regular citizens.
- the best way to deal with the growing traffic is to let the limits of the existing infrastructure self-regulate.
- thus, please don't enact any of the proposed alternative schemes as I think they all have flaws, plus if one of them does work it will only draw more people, and thus eventually congestion, to Park City. At some point, we must say let's not improve the traffic flow.
- the alternative with buses running down the middle of 224 seems particularly dangerous. Even in good weather there will be risks with large buses and/or small pedestrians moving in and out of those central lanes. In snowy, icy conditions it will be even higher risk.
- the way stations where people board the buses have limited parking, which will most likely limit the uptake of the buses as seems to be the case at present when I see many near empty buses on 224.
- please consider solutions which involved staggering at times of peak demand such as the success which seems to be achieved by bringing in extra buses during Sundance. A similar approach which I have seen in other cities including New York and San Francisco is to switch the direction of one of the central lanes (via cone setting) during times of heavy commute or ski related traffic in either direction.

I hope this is helpful.
Mark Brown

**Sr248 Improved** <sr248improved@utah.gov>

New Message (sent by contact form at UDOT S.R. 248)

1 message

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>

Sat, Dec 23, 2017 at 10:09 AM

To: sr248improved@utah.gov

What are the transportation issues on SR-248 between SR-224 and US-40?: Congestion. Bumper-to-bumper in the morning and in the evening. Particularly in the school area on Kearns Blvd.

What environmental resources in your community are important to you?: Air, open space, trails.

What issues related to SR-248 are important to you?: Immediate relief can be brought by creating a third lane in the center; westbound in the morning and eastbound in the evening. This solution exists all over the country. Even Utahns could learn to use it.



Sr248 Improved <sr248improved@utah.gov>

New Message (sent by contact form at UDOT S.R. 248)

1 message

no-reply@www.udot.utah.gov <no-reply@www.udot.utah.gov>

Fri, Dec 29, 2017 at 10:31 AM

To: sr248improved@utah.gov

What are the transportation issues on SR-248 between SR-224 and US-40?: A mix of heavy construction, local workers, tourist, school bus traffic. Widening is not the answer, for more traffic will fill it up quickly. Satellite lots and electric bus service, dedicated transit/ carpool lanes

What environmental resources in your community are important to you?: Air pollution, noise are the worst. Heavy, powerful vehicles need to be slowed down to 30 mph in this corridor.

What issues related to SR-248 are important to you?: Safety, speeds of vehicles, intersections with pedestrians and cyclists. Should be no right turn on red allowed from Bonanza Dr. to EB 248, this has become dangerous for pedestrians.



Sr248 Improved <sr248improved@utah.gov>

feedback for 248

message

Deanie Wimmer <[REDACTED]>
To: "sr248improved@utah.gov" <sr248improved@utah.gov>

Tue, Jan 2, 2018 at 9:18 AM

Hi,

I realize my comments come a few days after the deadline, but with the holidays, it got lost on the priority list.

I'd like to submit nonetheless because I drive this stretch every day and I am perpetually frustrated by traffic.

My priorities are:

--access to schools

--protecting the rail trail from any motorized use

--getting another pedestrian tunnel for the high school, seminary and residents of the apartments so traffic can flow without stopping for each individual crossing the street.

Thank you for your time

Deanie Wimmer



14 November 2017

SR-248 Improvement Team

RE: November 14th Scoping Meeting

Dear SR-248 Project Team

As the representative for the Prospector Park HOA in the Stakeholder Working Group, I have been active within the neighborhood collecting opinions, desires and concerns regarding the upcoming improvements to Kearns Blvd.

The Prospector Park HOA residents are all very keen to be informed and to keep a close watch on these activities as they will play a major role in affecting the integrity of one of the few family neighborhoods in Park City proper.

In a meeting we held this week to discuss these issues, there was overwhelming support for the following three concepts.

- The Rail Trail should remain a recreational treasure for the people of Park City and its many visitors.
- We recognize there is a strong desire to increase the capacity of SR-248 through Park City. We would request that the Project Team also recognize that a significant portion of this corridor runs alongside many family residences. We are not excited about increasing traffic on SR-248. *Rather, we would much prefer to see actions that the PCMA and UDOT could take to reduce traffic.* As such, we would like to suggest that UDOT consider a plan that would give priority along the SR-248 corridor to public transit (buses). *For example,* if the project created two lanes in each direction, but with one lane each way restricted to public transit, those that choose to drive themselves would learn (through direct observation of buses passing them by) that public transit is a better selection and would therefore be inclined to change their preferred mode of travel in and out of town.

- Although we are not excited about increasing the capacity of the Kearns Blvd corridor, we can suggest that the addition of a second underground pedestrian crossing at the Cooke Dr. location, in place of the HAWK signal, would certainly improve traffic flow and add to pedestrian / vehicular safety. We also believe, that a round-about at Kearns Blvd and Wyatt Earp Way would be much preferred over a stop and go signal. Again, this would help improve traffic flow.

We in Prospector Park HOA neighborhood would very much appreciate the SR-248 Project Team taking these points into consideration in your planning.

As a neighborhood, we have a lot of variety of residents. But as a group, we hold many common values. We treasure our neighborhood. It is where we live and raise our children. We care about "walkability". We value pedestrian safety and the ability of old and young to be able to ride their bicycles in a safe environment.

Thank you in advance for your consideration of our concerns.

Sincerely,



TPG
2017.11.14
17:03:56
-06'00'

Tim Govin


for the Prospector Park HOA

cc: Andy Beerman, Mayor-elect

Clair & Kandis Christoffersen



November 14, 2017

Thoughts on the improvement's to Highway SR 248 in and out of Park City.

*The Rail Trail should not be considered for any motorized transit the trail should be preserved for recreational use only. This is a very popular trail and needs to stay the way it is.

*We should work on discouraging cars from coming into Park City. If needed increase lanes on SR248 to 4 lanes with one lane each way for busses only. Set up parking in the Richard Flats for the bus rider. With bus lanes only this would be a faster transportation for people coming in and out of Park City than driving their cars. This would encourage them to use the bus. Work with the Ski Resorts to get them on board to have their employees and patrons use the bus. No over flow parking for the resorts at the Park City High School. (Richard Flats Only)

*Have more input meetings for the public to give ideas into your decisions.

Thank you,

A handwritten signature in blue ink that reads "Clair Christoffersen".

Clair Christoffersen

Resident of Park City Since 1989

Kerry Johnston

Kerry & Paul Johnston
Prospector neighborhood residents



UDOT Public Open House re: Environmental Assessment for State Route 248
Tuesday November 14, 2017, 5-7:30pm

Based on our own experiences and from speaking with other community members, these are our preferences, pleas and requests:

1 - No change to the Rail Trail! The Rail Trail is a recreational treasure for the greater Park City community and for the City's many, many visitors. It is a gathering place for the community - a place where neighbors meet often for the first time. Every day throughout the year, it is used by bike commuters, mountain bikers and hikers on their way to a trailhead, dog owners/walkers, families out for an all ages-friendly nature walk free of traffic noise and hazards, cross-country skiers, and tourists. It is a huge part of what makes Park City great.

2 - Increase SR-248 to four (4) lanes if necessary but with the following restriction:

a. One lane in each direction will be permanently reserved for public transit (buses) only. These buses would service a satellite parking lot beside Hwy 40 so it would be more convenient for cars to park there rather than drive in to town and struggle to find parking.

b. Setting aside one inbound lane and one outbound lane for public transit will allow the public transit system to operate successfully at all times. It will also act as its own advertisement for public transit as the public observes the speed advantage of moving in and out of town via the bus system. This has to be extremely efficient to be effective, i.e..

a bus at least every 10 minutes with few stops and little interference from traffic.

c. Maintaining only one lane in each direction for non-public transit will help to minimize traffic flow.

d. Discussion of noise abatement along SR-248 for the Prospector neighborhood will be needed

3. No stop lights at Wyatt Earp. Instead have a round-about at Wyatt Earp & SR- 248 and keep the speed limit at 35mph until well east of Wyatt Earp to make it easier for turns at that intersection.

Increasing road capacity into Park City would not solve the problem of there being no where for cars to park. We would like to reduce the number of cars that come into Park City rather than figure out how to get more jammed in to this small area.

Key points regarding traffic remediation on Highway 248:

1. No change to the Rail Trail Corridor!

This is a much loved and heavily used route for both recreation and non-motorized transportation. The corridor represents a strong community commitment to protecting green, open space.

2. Any traffic remediation to 248 should make it more difficult for cars to enter Park City, not less.

Simply widening Highway 248 merely exacerbates in-town bottlenecks! With that in mind:

- a. Invest in enlarging the Richardson Flat remote parking area and increase bus service from satellite areas into town.
- b. Make it more costly to drive into Park City. Vail is responsible in part for much of the traffic influx. Impose parking fees at the ski resorts.
- c. Consider unidirectional bus flow in and out of Park City during key traffic periods. If Highway 248 must be expanded to four lanes, one lane in each direction must be permanently reserved for public transport (buses) only.

3. Maintain the integrity of our local neighborhoods for people who live and work here.

Any changes to Highway 248 will require noise abatement in the form of berms and landscaping. And please, no walls! That is completely inconsistent with the character of our community.

Five Ideas:

1. No change to the Rail Trail.

Using the Rail Trail for motorized transit, even on an occasional basis to support special events, would damage an incredible asset for residents and visitors. Changing the RT use would mean: more noise, lower property values, danger to users, danger to endangered species and damage to conservation areas.

2. Discourage cars from coming into Park City – Don't Make the Top of the Funnel Bigger!

We've got an unchangeable constraint with parking downtown and at the ski resorts and with the roadway arteries all through Park City. Adding more capacity on SR248 only widens the "top of the funnel" without increasing the small end of the funnel. Adding more water to an overflowing bucket only makes a bigger mess.

3. Transit is the key.

Given the small end of the funnel problem, we've got to bet on public transit.

- Increase width of SR248 to 4 lanes, if necessary, but never permit more than one lane each direction for automobile traffic. Two lanes for public transit both to and from satellite parking areas.
- Make it more costly and inconvenient to drive into PC. We applaud the imposition of parking fees at the resorts.
- Encourage improvements at the US40/SR248 interchange to make it easier to use the Richardson Flat remote parking area.

4. Count on the Deer Valley US40 property as a traffic game changer.

2800 acres near Mayflower have just been purchased by a NYC development firm. Accessing DV from US40 for both visitors and employees of DV could lessen the crush of traffic in and out of PC substantially.

5. Abate the noise on 248!

Build berms or other noise abatement structures. Lower the speed limit well before Wyatt Earp.