

Introduction

SR-248 in Park City is one of two UDOT corridors that serve as regional connectors and connect visitors, employees, and residents to core destinations, essential services, recreation, ski resorts, and more. Park City (PCMC), in partnership with the UDOT (the Project Partners), is committed to transit-forward solutions on SR-248 that support community goals and objectives while maintaining the vehicle capacity of the existing road network. As Project Partners, we agree to **Re-create 248** between Quinn's Junction and Bonanza Drive, including the connection to the Old Town Transit Center via Bonanza Drive, and a portion of Deer Valley Drive/SR-224 (Figure 1).

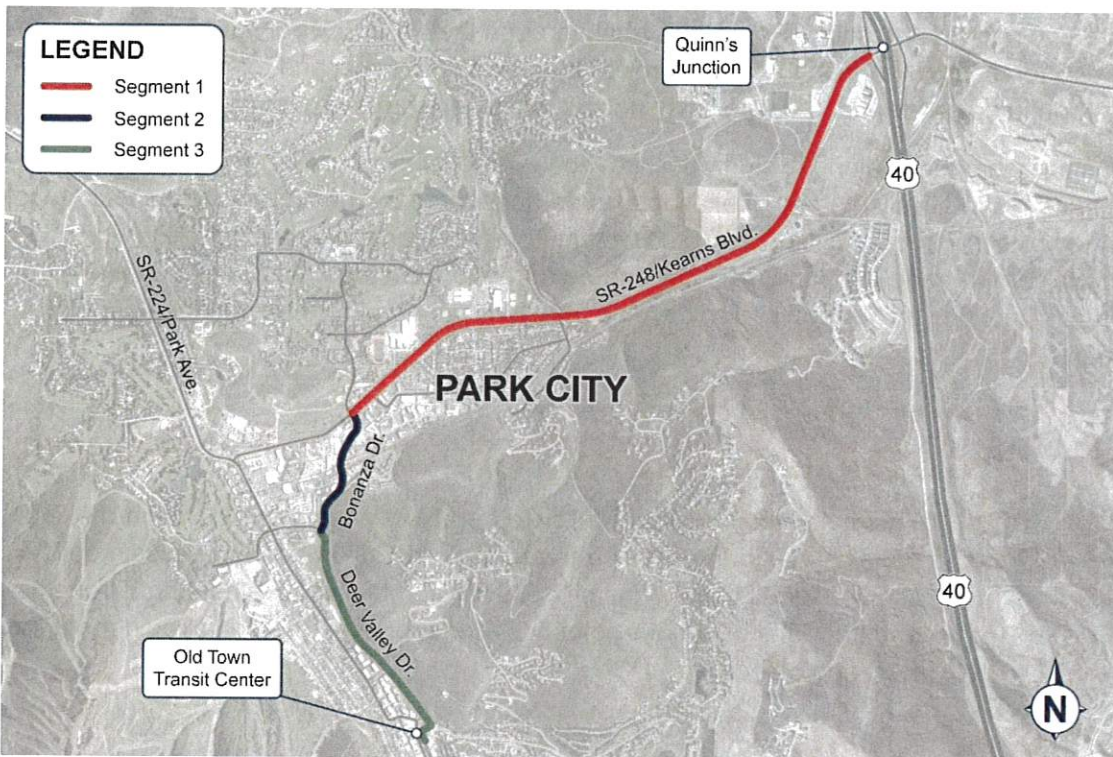


Figure 1. Re-create SR-248 Study Area Map

Challenges

Re-create 248 is not the first attempt to address mobility along the corridor. Previous efforts worked to manage traffic congestion, improve transit services and walkability, add placemaking, and protect and connect adjacent neighborhoods and the Park City School District Campus. Over \$15 million in investments over the past 5 years were expended to improve operations. Despite multiple studies, no corridor-wide transit-forward solution has been identified.

Figure 2 lists plans, studies, and general investments since 2009 that helped shape SR-248.

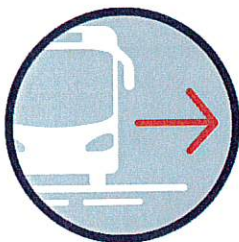


Figure 2. Timeline of Relevant SR-248 Planning Studies

Due to regional growth, the Project Partners recognize that finding solutions to manage future transportation needs is pressing. Park City's goal, through the Park City Forward Transportation Plan, is to address transportation demand growth by providing reliable and express transit options through operational and capital investments, which are more urgent now than ever.

The transportation needs along this corridor are, however, challenging. The physical environment has relatively extreme limitations, as demonstrated by the current "bottleneck" constrained by steep rocky terrain, protected wetlands, open space, and legacy soils. Any solution will require trade-offs, and Project Partners agree to work together to balance these trade-offs as priorities are determined to develop transit solutions with clearly defined benefits and impacts.

Study Goals

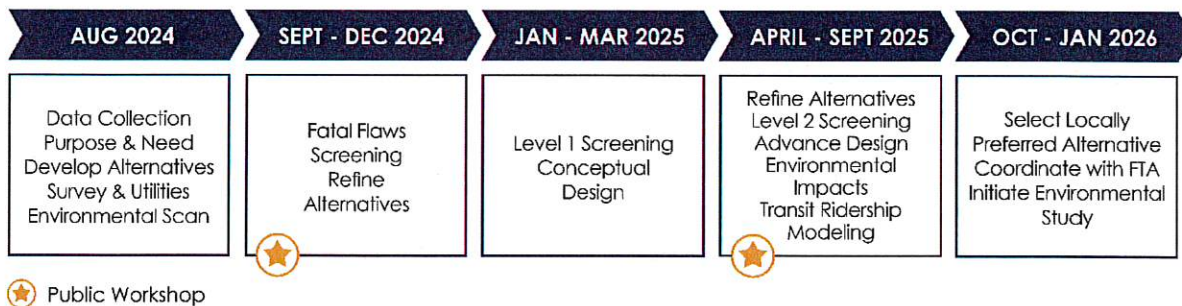


The main study goal is to follow a durable planning and decision-making process that identifies a preferred transit solution and enhances mobility choices for all users. This process will identify and evaluate both benefits and tradeoffs of various solutions. The proposed solution should meet the following objectives:

- **Improve movement east and west along SR-248, connecting Park City's Main Street and focusing on transit services.** Residents, commuters, and visitors' express frustration with SR-248 during peak times. Residents in adjacent neighborhoods also indicate that their quality of life is negatively impacted by congestion, noise, air, and access across the corridor.
- **Ensure existing corridor capacity is maintained for UDOT.** Ensure that UDOT safety and mobility goals are met by maintaining the current through lanes for automobiles, as transit solutions are explored through this process.

- **Make transit between Park City and the surrounding region a viable transportation option, reducing single occupancy vehicle trips and improving transit reliability and travel time.** Elevating transit to become faster and more reliable is crucial. Park City is geographically constrained, and traditional roadway solutions such as widening are not broadly supported by the community. Identifying transportation solutions to mitigate congestion and travel delays is necessary to ensure a high quality of life for residents and visitors and ensure Park City’s resiliency and sustainability goals are met.
- **Develop a *preferred alternative* process eligible for federal funding (FTA).** The Project Partners will support and advance a streamlined and actionable transit study that can seamlessly transition into the National Environmental Policy Act (NEPA) process to develop a project(s) eligible for federal funds.

Timeline



Roles and Responsibilities



Re-create 248 is led and funded by PCMC with support, participation, and guidance from UDOT (the Project Partners), with support from stakeholders, including:

1. The **Technical Advisory Committee** includes staff from PCMC, UDOT, PC Transit, High Valley Transit, Summit County, and the Mountainland Association of Governments. This group advises on technical issues, provides data and information, and reviews technical deliverables.
2. The **Stakeholder Working Group** includes groups with interests throughout the study area, . This group provides insights on local and regional issues and provides feedback at key milestones during the transit study.

Building Consensus Towards Re-create 248



The project partners agree that **Re-create 248** must result in a clear preferred transit alternative or set of projects for implementation. As required by the NEPA process, the project team will develop projects and policies by engaging with the groups listed in the “Roles and Responsibilities” section and the public at large.


In order of preference, there are three ways for **Re-create 248** to achieve this result:

1. **Full consensus:** this is the preferred path, where entities from Park City and UDOT fully support a recommendation(s) from the study.
2. **Qualified consensus:** entities from the Park City and UDOT may not unanimously agree on the recommendation(s) but accept them. They may also offer conditions that would make the recommendation(s) more acceptable.
3. **No consensus:** if entities from the Park City and UDOT cannot reach full or qualified consensus on recommendation(s), the respective owner agencies will make an executive decision on the next steps moving forward for each corridor segment (SR-248, Deer Valley Drive, and Bonanza Drive).

 Date: 10/7/24

Nann Worel

Mayor of Park City Municipal

 Date: 10/15/2024

Robert Stewart

UDOT Region 2 Director