S.R. 224 BUS RAPID TRANSIT CATEGORICAL EXCLUSION (CATEX)

S.R. 224 BUS RAPID TRANSIT

What is the S.R. 224 Bus Rapid Transit (BRT) Project?

The S.R. 224 BRT is specifically intended to enable the existing Route 10 White Electric Xpress bus service to operate as a true BRT system by providing frequent, fast, and reliable transit service.

Project History

The Federal Transit Administration (FTA) and Summit County, in cooperation with project partners High Valley Transit, Park City, and the Utah Department of Transportation (UDOT), prepared a Categorical Exclusion (CatEx) for high-frequency bus rapid transit (BRT) service along S.R. 224 in Summit County, Utah. The CatEx refined the alignment of the selected Locally Preferred Alternative (LPA) from the 2018 Valley to Mountain Transit Alternatives Analysis Study.

2012

S.R. 224 Corridor Study

2014-2017

- Partners operate buses on S.R. 224 shoulders
- Summit County designated as test site for Health in Transportation Corridor Planning Framework
- Summit County Bike Share Program launch

2018

Valley to Mountain Alternatives Analysis complete

- Side-running BRT selected as locally preferred alternative

2021

- Kimball Junction Area Plan Complete
- Summit County Active Transportation Program adopted

2022

BRT Categorical Exclusion Complete

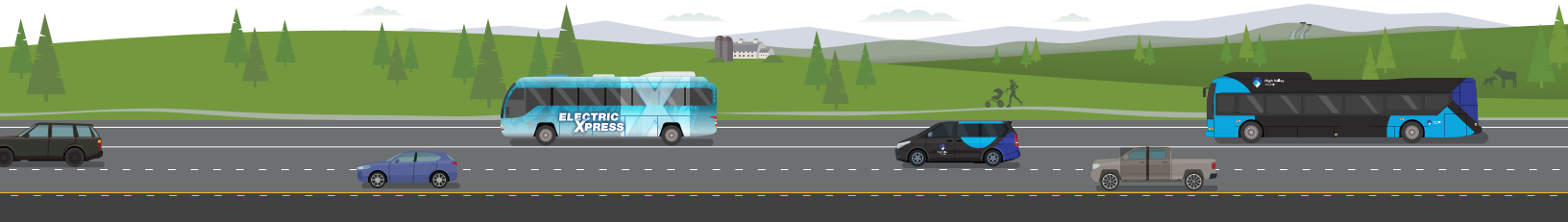
What is the purpose of the project?

The project will increase the frequency of existing bus service and reduce the reliance on single-occupant vehicle (SOV) trips on S.R. 224:

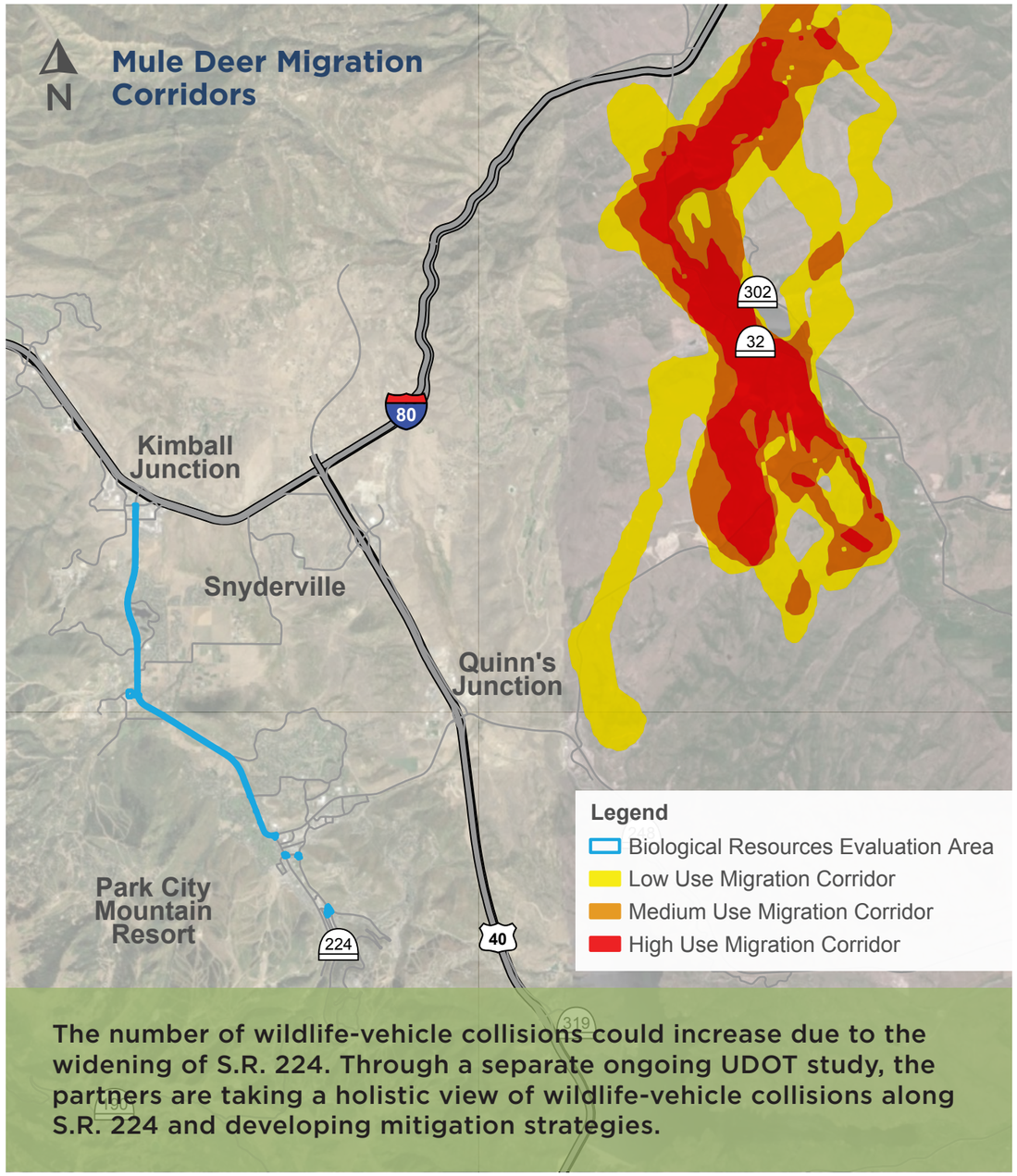
- Existing traffic congestion
- Vehicle backing along the corridor
- Transit delays
- Increasing travel times
- Parking constraints in Park City's Old Town and at resorts accessed via S.R. 224

BRT System Overview

- Connect Kimball Junction Transit Center to Park City's Old Town via a mix of side-running, and mixed-flow BRT
- Stations include a platform, canopy, and amenities
- Station shelters will be designed to have a minimal visual "footprint"
- Specially branded vehicles and stations to set BRT routes apart from rest of transit system



PROJECT IMPACTS AND BENEFITS



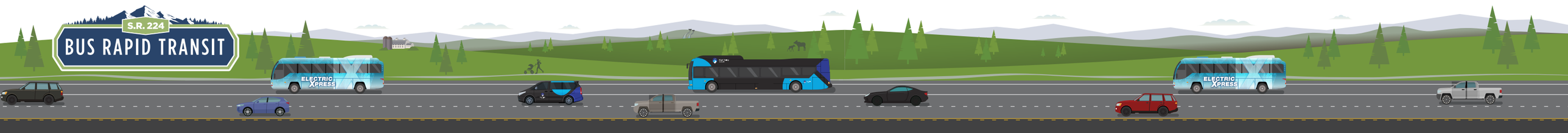
The number of wildlife-vehicle collisions could increase due to the widening of S.R. 224. Through a separate ongoing UDOT study, the partners are taking a holistic view of wildlife-vehicle collisions along S.R. 224 and developing mitigation strategies.

Project Impact Summary

S.R. 224 Transit Travel Time Improvements	Noise Impacts	Ridership Increase	Environmental Justice	Wetlands	Right of Way	Cultural Resources
Northbound **5-6 min** Southbound **1-4 min**	**Moderate** (increase of 2dBA) at 2 locations	**50%** increase over existing boardings	Greater opportunities for transit-dependent populations to access jobs, housing, and services	**0.26** acres of aquatic resources	**2.5** acres (0 structures affected)	• No adverse effect for 2 historic buildings (strip take) • No new permanent BRT features placed on properties

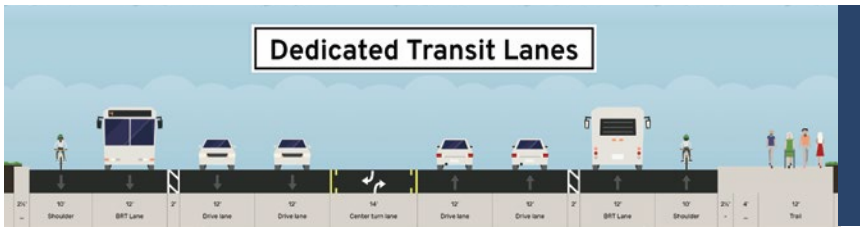
Benefits: Improved Safety, Mobility, Sustainability, Quality of life

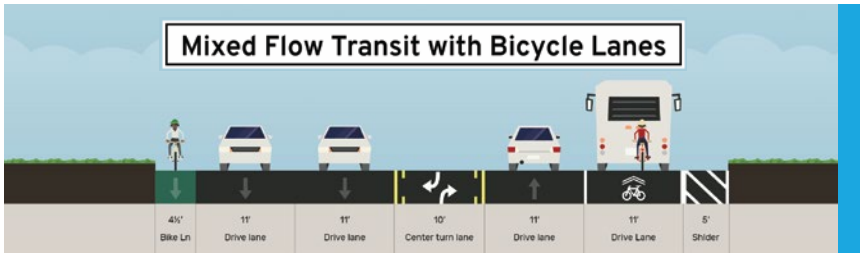
ONLY BUS Safety	• Improves safety for buses, other vehicles, and cyclists by operating in a dedicated lane • Improves emergency response times by giving emergency vehicles access to a traffic-free dedicated bus lane
Mobility	• Increases the number of people who can move through and along the corridor • Improves transit travel time • Increases ridership • Increases service to every 10-15 minutes • Reduces transit delays
Sustainability	• Reduces emissions by reducing intersection delays at the Canyons during peak times • Reduce reliance on SOVs
Active Transportation	• Existing shared-use trail adjacent to S.R. 224 on east side realigned in some locations and widened from 10’ to 12’ • 4’ buffer from trail edge to the top back of curb increases safety for trail users • 4½’ bicycle lane on the west side of Deer Valley Drive for southbound uphill traffic, and shared use northbound lane for downhill traffic • Final design will explore additional trail placement opportunities and design enhancements
Access to Jobs, Home, School	• Offers connecting service between previously unserved or underserved neighborhoods to economic opportunities • Complements new workforce housing, including Canyons Village Employee Housing • School buses will be able to travel in the dedicated transit lane

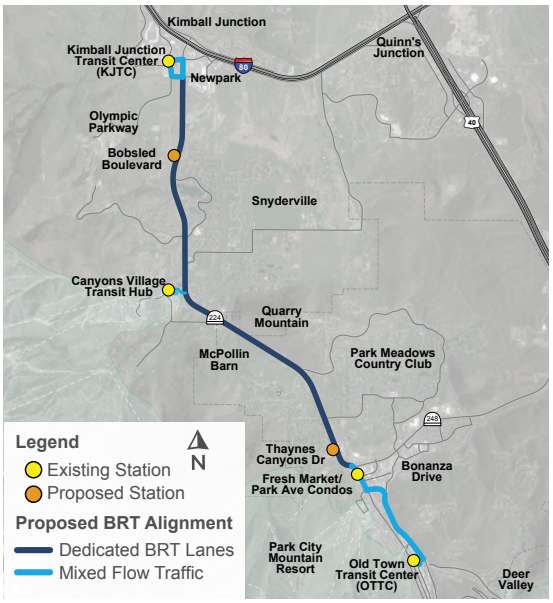


PROJECT DESIGN & OPERATIONAL CONSIDERATIONS

The project will connect Kimball Junction to Park City's Old Town via a mix of side-running and mixed-flow BRT. The BRT route will be just over 7 miles long in each direction. The BRT route will head south in mixed-flow traffic on North Landmark Drive to Olympic Parkway, and east on Olympic Parkway to S.R. 224. On S.R. 224, the BRT route will transition to side-running, dedicated transit lanes to Canyons Resort Drive, where the bus would detour to the Canyons Transit hub. Once back on S.R. 224, the BRT will again travel in side-running dedicated transit lanes to the S.R. 224 and Kearns Boulevard intersection, where the BRT will transition into mixed-flow traffic via Park Avenue and Deer Valley Drive en route to the Old Town Transit Center.







Special design attention was given to right turns. Vehicles will need to cross or share the dedicated transit lanes to access driveways. All right-turn lanes at signalized intersections are shared with the BRT lanes. Drivers will need to watch and yield for oncoming buses in the dedicated transit lane.

Project Timeline

Construction of the S.R. 224 BRT will require up to 24 months and be phased to minimize construction impacts along S.R. 224.

To learn more, visit:
SR224BRT.com

STEP 1	STEP 2	STEP 3	STEP 4	STEP 5
PLANNING	NEPA AND PRELIMINARY ENGINEERING	FINAL DESIGN/ RIGHT OF WAY	CONSTRUCTION	OPENING
Completed 2018	2019-2022	2023	2024-2025	Late 2025