

APPENDIX E

Additional Public and Study Partner Coordination and Outreach Materials

KIMBALL JUNCTION AREA PLAN STAKEHOLDER SURVEY RESULTS

June 2020

INTRODUCTION

ABOUT THE STUDY

The Utah Department of Transportation (UDOT), in partnership with Summit County, is preparing an Area Plan to develop and evaluate existing and future transportation solutions at the I-80 and S.R. 224 interchange and through the two at-grade traffic signals on S.R. 224 at Ute Boulevard and Olympic Parkway, which are close to the interchange.

The focus of the study is to:

- Create a community vision for improvements based on the social, environmental, economic, health and natural contexts of the area
- Build on past studies and adopted plans
- Gather input on multi-modal transportation solutions moving forward to improve the overall quality of life for residents and visitors
- Determine the short- and long-term transportation priorities for the Kimball Junction area

ABOUT THE SURVEY

The study team administered a public survey to gather input and data about the state of traffic and mobility in the Kimball Junction area as a means to support the aforementioned study's focus.

The survey is comprised of both quantitative criteria ranking from least to most important and qualitative open-ended comments. The survey was available for five weeks from May 4, 2020, through June 5, 2020, at <https://kimballjunctionareaplan.com/>.

SURVEY PROMOTION

The survey was advertised among the following ways:

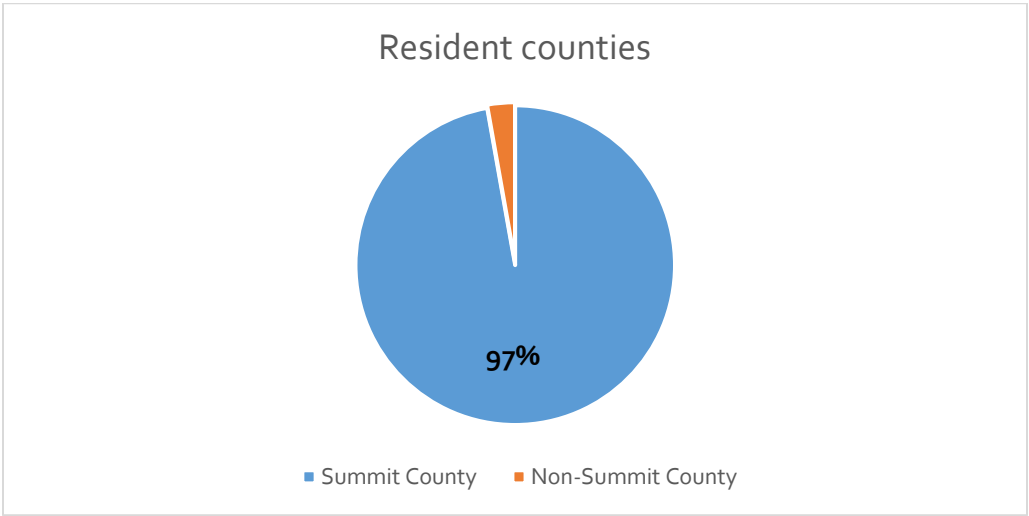
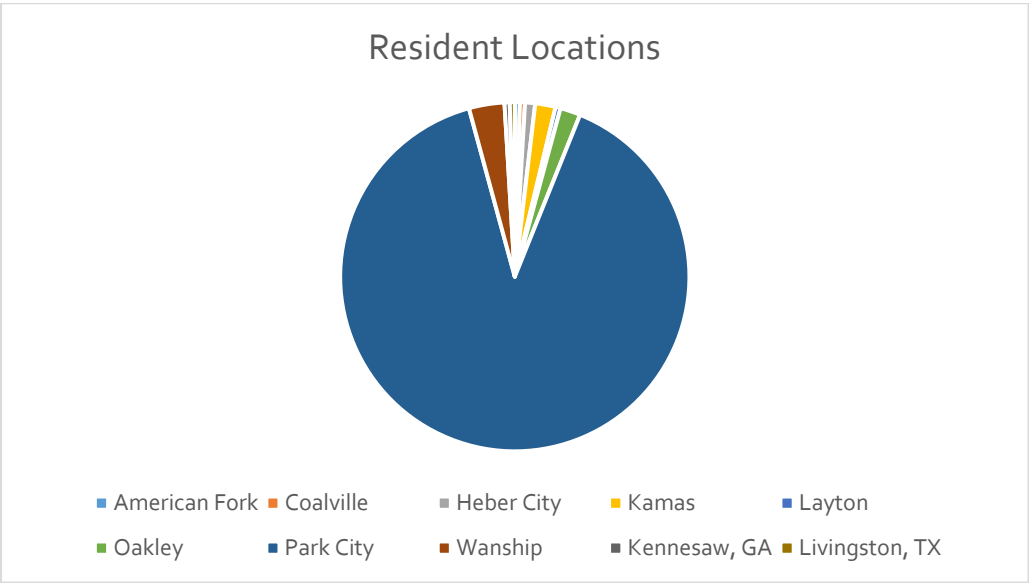
- (1) The Park Record article highlighting the survey: <https://www.parkrecord.com/news/county-in-brief-4ok-ag-grants-available-libraries-implement-curbside-pickup-udot-asks-for-kimball-junction-input/>
- (1) The Park Record display ad with 10,000 paid impressions
- (2) Summit County radio spots
- UDOT and Summit County social media
- Summit County email blast to key stakeholders in the area

SURVEY RESPONSE

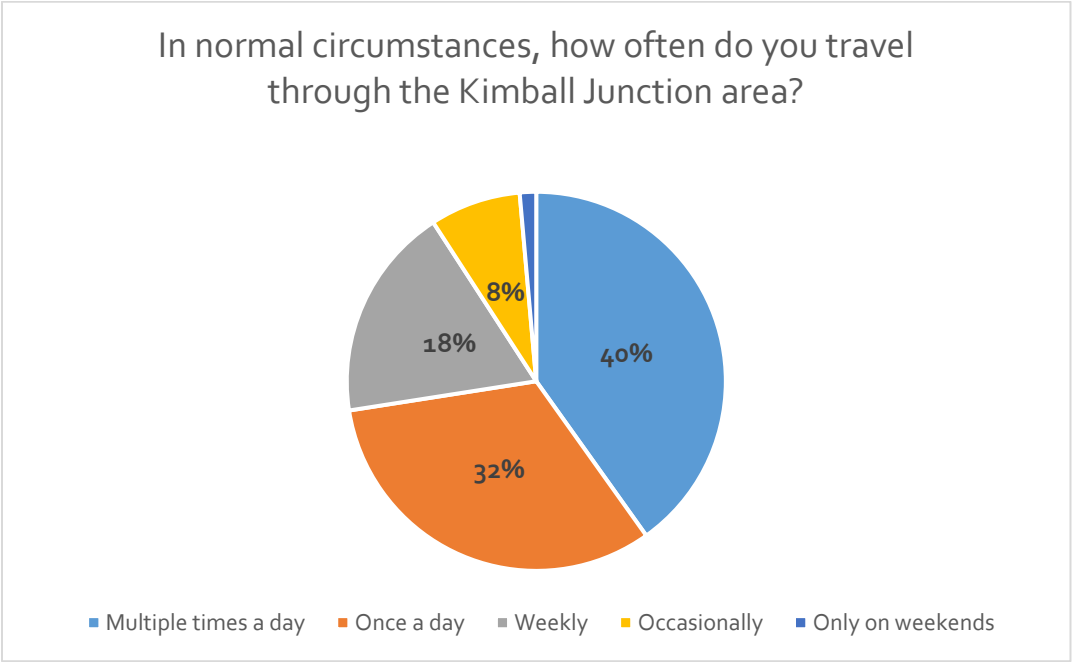
The following report will detail participants' ranked criteria and open-ended comments about the state of traffic and mobility in the Kimball Junction area. Patterns, trends and preferences are noted in each section to support UDOT and Summit County's future planning and development for the area.

DEMOGRAPHICS

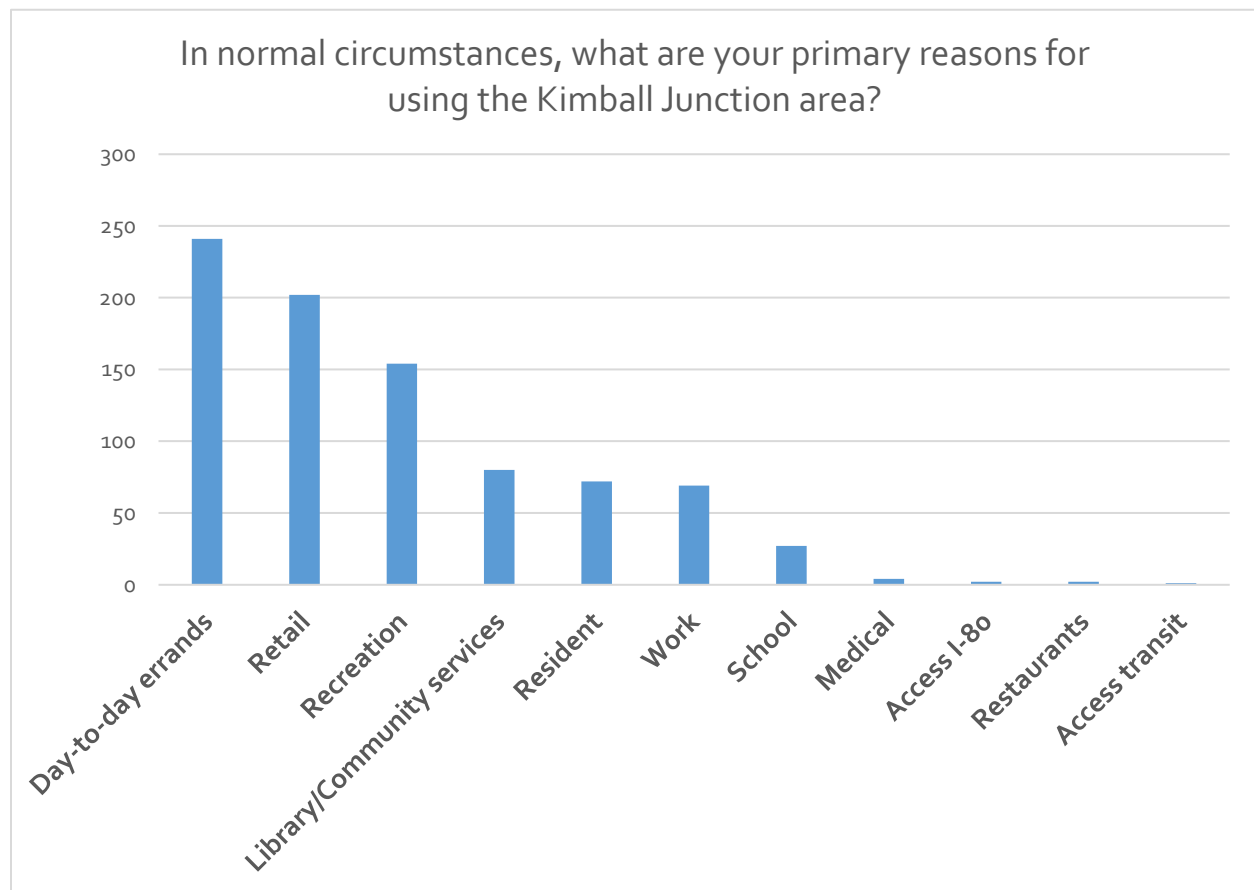
Approximately 284 participants completed the survey. Of the 284 responses, 214 responses provided a residential zip code, indicating that 97% of participants reside in Summit County.



In normal circumstances, how often do you travel through the Kimball Junction area?	
114	Multiple times a day
92	Once a day
52	Weekly
22	Occasionally
4	Only on weekends



In normal circumstances, what are your primary reasons for using the Kimball Junction area?	
241	Day-to-day errands
202	Retail
154	Recreation
80	Library/Community services
72	Resident
69	Work
27	School
4	Medical
2	Access I-80
2	Restaurants
1	Access transit



PART 1: DO WE ALL WANT THE SAME THINGS?

GUIDING THEMES AND GOAL DEFINITION

The study team identified six guiding themes that are important in the Kimball Junction Area and will use the public's comments to further define goals. The six guiding themes are:

- Accessibility, connectivity, and land use
- Mobility to and from I-80 and S.R. 224 in the Kimball Junction area
- Community health and the environment
- Consistent with current adopted plans
- Accepted by local officials and the public
- Maintenance and operations

RANKING CRITERIA AND METHODOLOGY

Participants were asked to review the goals associated with each theme and the possible ways to meet these goals for the Kimball Junction area. Participants then ranked each idea from 0 (least importance) to 5 (most importance) in order to identify how important it is to meet the listed goal.

The reported results are organized by **most important** to **least important** per the participants' responses and will inform the study team as to what is important to the area.

RESULTS ANALYSIS

For each theme, analysis will provide the following:

- An explanation of each theme and associated goal
- A screenshot of the ranking table from the survey website
- A bar chart of ranking criteria from most important to least important
- A scored table of ranking criteria from most important to least important
- Open comments and key takeaways

THEME 1: ACCESSIBILITY, CONNECTIVITY, AND LAND USE

GOAL: Improve mobility and comfort for all users to and around the Kimball Junction area through a connected network.

Theme 1

Accessibility, Connectivity, and Land Use

Goal: Improve mobility and comfort for all users to and around the Kimball Junction area through a connected network

With the goal of Theme 1 in mind, use the scale from 1 (LOW importance/least urgent) to 5 (HIGH importance/most urgent) to rate each of the opportunities below:

	1	2	3	4	5
<p>Focus on strategies such as paid parking, reduced parking, congestion pricing, and subsidizing Transportation Network Companies (such as Uber and Lyft) to encourage the use of travel without a personal vehicle in the Kimball Junction area.</p> <p>What that means to me: Summit County will consider charging for parking, reducing availability of parking, and/or charging a toll on S.R. 224 to get me out of my car and onto a bus, bike, or rideshare options.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Support operation and reliability of a side-running bus rapid transit (BRT) on SR-224 (Valley to Mountain Transit Alternatives Analysis preferred alternative).</p> <p>What that means to me: I will have a reliable alternative to driving my car on S.R. 224.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Develop a solution that fits the character and scale of the community and is complementary to the landscape.</p> <p>What that means to me: The new transportation facility will look like it belongs.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Increase the safety of pedestrians and cyclists along and crossing the S.R. 224 corridor.</p> <p>What that means to me: Tunnels and/or bridges could be incorporated into S.R. 224 to help me get across more safely.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Improve access to built and natural amenities for users of all abilities in the Kimball Junction area.</p> <p>What that means to me: I can more easily access work, shopping, restaurants, medical facilities, trails and parks in the Kimball Junction area.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Expand the equitable benefits of healthy, safe access to transit for transportation disadvantaged populations.</p> <p>What that means to me: I don't have a car or bike but now I can easily and safely access the bus to get me to where I need to go.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Make Kimball Junction the primary transit hub for the region.</p> <p>What that means to me: I can go to one location in Kimball Junction to take transit to multiple destinations including Park City's old town and SLC.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Promote comfortable active transportation opportunities that connect existing and emerging land uses.</p> <p>What that means to me: I feel comfortable walking and biking to nearby services that are already in the area and those that may be built in the future.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

THEME 1: ACCESSIBILITY, CONNECTIVITY, AND LAND USE



KEY TAKEAWAYS

- Key destinations (shopping, work, trails and parks, etc.) should be easily accessible and appropriately blend in with the community.
- Stakeholders are highly amenable to tunnels and bridges for active transportation purposes.
- Stakeholders are not in favor of amenities that require additional fees.

Theme 1 Results

Develop a solution that fits the character and scale of the community and is complementary to the landscape. 3.8

WHAT THAT MEANS TO ME: *The new transportation facility will look like it belongs.*

Improve access to built and natural amenities for users of all abilities in the Kimball Junction area.

WHAT THAT MEANS TO ME: *I can more easily access work, shopping, restaurants, medical facilities, trails and parks in the Kimball Junction area.* 3.8

Increase the safety of pedestrians and cyclists along and crossing the S.R. 224 corridor.

WHAT THAT MEANS TO ME: *Tunnels and/or bridges could be incorporated into S.R. 224 to help me get across more safely.* 3.7

Promote comfortable active transportation opportunities that connect existing and emerging land uses.

WHAT THAT MEANS TO ME: *I feel comfortable walking and biking to nearby services that are already in the area and those that may be built in the future.* 3.6

Make Kimball Junction the primary transit hub for the region.

WHAT THAT MEANS TO ME: *I can go to one location in Kimball Junction to take transit to multiple destinations including Park City's old town and SLC.* 3.3

Support operation and reliability of a side-running bus rapid transit (BRT) on S.R. 224 (Valley to Mountain Transit Alternatives Analysis preferred alternative).

WHAT THAT MEANS TO ME: *I will have a reliable alternative to driving my car on S.R. 224.* 3.3

Expand the equitable benefits of healthy, safe access to transit for transportation disadvantaged populations.

WHAT THAT MEANS TO ME: *I don't have a car or bike but now I can easily and safely access the bus to get me to where I need to go.* 2.9

Focus on strategies such as paid parking, reduced parking, congestion pricing, and subsidizing Transportation Network Companies (such as Uber and Lyft) to encourage the use of travel without a personal vehicle in the Kimball Junction area.

WHAT THAT MEANS TO ME: *Summit County will consider charging for parking, reducing availability of parking, and/or charging a toll on S.R. 224 to get me out of my car and onto a bus, bike, or rideshare options.* 1.9

THEME 2: MOBILITY TO AND FROM I-80 AND S.R. 224 IN THE KIMBALL JUNCTION AREA

Goal: Move both people and goods more efficiently through the Kimball Junction area.

Theme 2

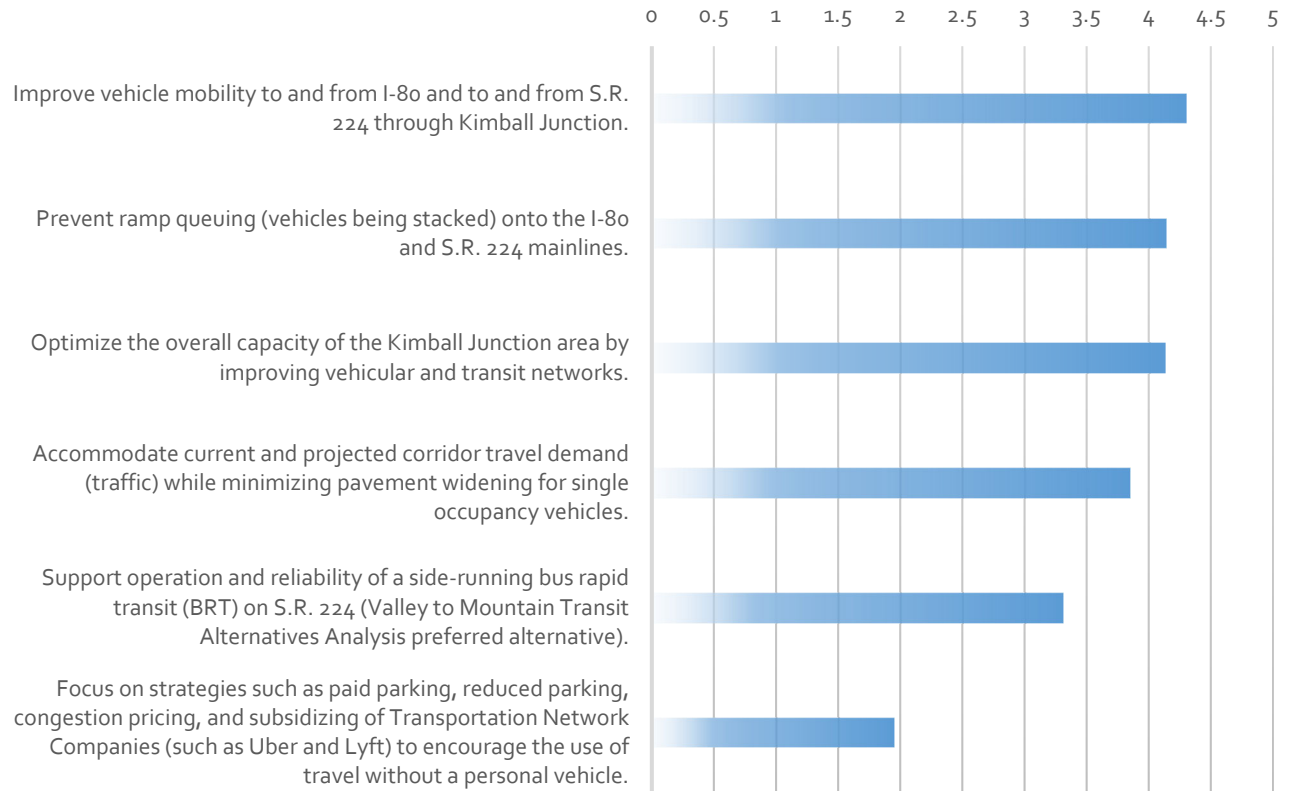
Mobility to and from I-80 and S.R. 224 in the Kimball Junction area

Goal: Move both people and goods more efficiently through the Kimball Junction area

With the goal of Theme 2 in mind, use the scale from 1 (LOW importance/least urgent) to 5 (HIGH importance/most urgent) to rate each of the opportunities below:

	1	2	3	4	5
Optimize the overall capacity of the Kimball Junction area by improving vehicular and transit networks. What that means to me: There will be less auto and bus congestion in the Kimball Junction area.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve vehicle mobility to and from I-80 and to and from S.R. 224 through Kimball Junction. What that means to me: Cars and buses will move more easily through the Kimball Junction area.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accommodate current and projected corridor travel demand (traffic) while minimizing pavement widening for single occupancy vehicles. What that means to me: Buses will have their own lanes on S.R. 224 and cars will move more easily through the general purpose lanes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Focus on strategies such as paid parking, reduced parking, congestion pricing, and subsidizing of Transportation Network Companies (such as Uber and Lyft) to encourage the use of travel without a personal vehicle. What that means to me: Summit County will consider charging for parking, reducing availability of parking, and/or charging a toll on S.R. 224 to get me out of my car and onto a bus, bike, or ride share options.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Support operation and reliability of a side-running bus rapid transit (BRT) on SR-224 (Valley to Mountain Transit Alternatives Analysis preferred alternative). What it means to me: I will have a reliable alternative to driving my car on S.R. 224.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Prevent ramp queuing (vehicles being stacked) onto the I-80 and S.R. 224 mainlines. What that means to me: I won't be stuck in a traffic jam at the Kimball Junction interchange.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

THEME 2: MOBILITY TO AND FROM I-80 AND S.R. 224 IN THE KIMBALL JUNCTION AREA



KEY TAKEAWAYS

- Vehicle mobility, ramp queuing, and optimized capacity is a top priority for drivers in the area – this was the highest ranking criteria among the entire survey.
- Stakeholders are generally open to improved transit options in the area.
- Stakeholders are not in favor of amenities that require additional fees.

Theme 2 Results

Improve vehicle mobility to and from I-80 and to and from S.R. 224 through Kimball Junction.

WHAT THAT MEANS TO ME: *Cars and buses will move more easily through the Kimball Junction area.* 4.3

Prevent ramp queuing (vehicles being stacked) onto the I-80 and S.R. 224 mainlines.

WHAT THAT MEANS TO ME: *I won't be stuck in a traffic jam at the Kimball Junction interchange.* 4.1

Optimize the overall capacity of the Kimball Junction area by improving vehicular and transit networks.

WHAT THAT MEANS TO ME: *There will be less auto and bus congestion in the Kimball Junction area.* 4.1

Accommodate current and projected corridor travel demand (traffic) while minimizing pavement widening for single occupancy vehicles.

WHAT THAT MEANS TO ME: *Buses will have their own lanes on S.R. 224 and cars will move more easily through the general purpose lanes.* 3.9

Support operation and reliability of a side-running bus rapid transit (BRT) on S.R. 224 (Valley to Mountain Transit Alternatives Analysis preferred alternative).

WHAT THAT MEANS TO ME: *I will have a reliable alternative to driving my car on S.R. 224.* 3.3

Focus on strategies such as paid parking, reduced parking, congestion pricing, and subsidizing of Transportation Network Companies (such as Uber and Lyft) to encourage the use of travel without a personal vehicle.

WHAT THAT MEANS TO ME: *Summit County will consider charging for parking, reducing availability of parking, and/or charging a toll on S.R. 224 to get me out of my car and onto a bus, bike, or ride share options.* 2.0

THEME 3: COMMUNITY HEALTH AND THE ENVIRONMENT

Goal: Provide a balanced transportation system that contributes to improved local and regional air quality, environmental sustainability and community health.

Theme 3

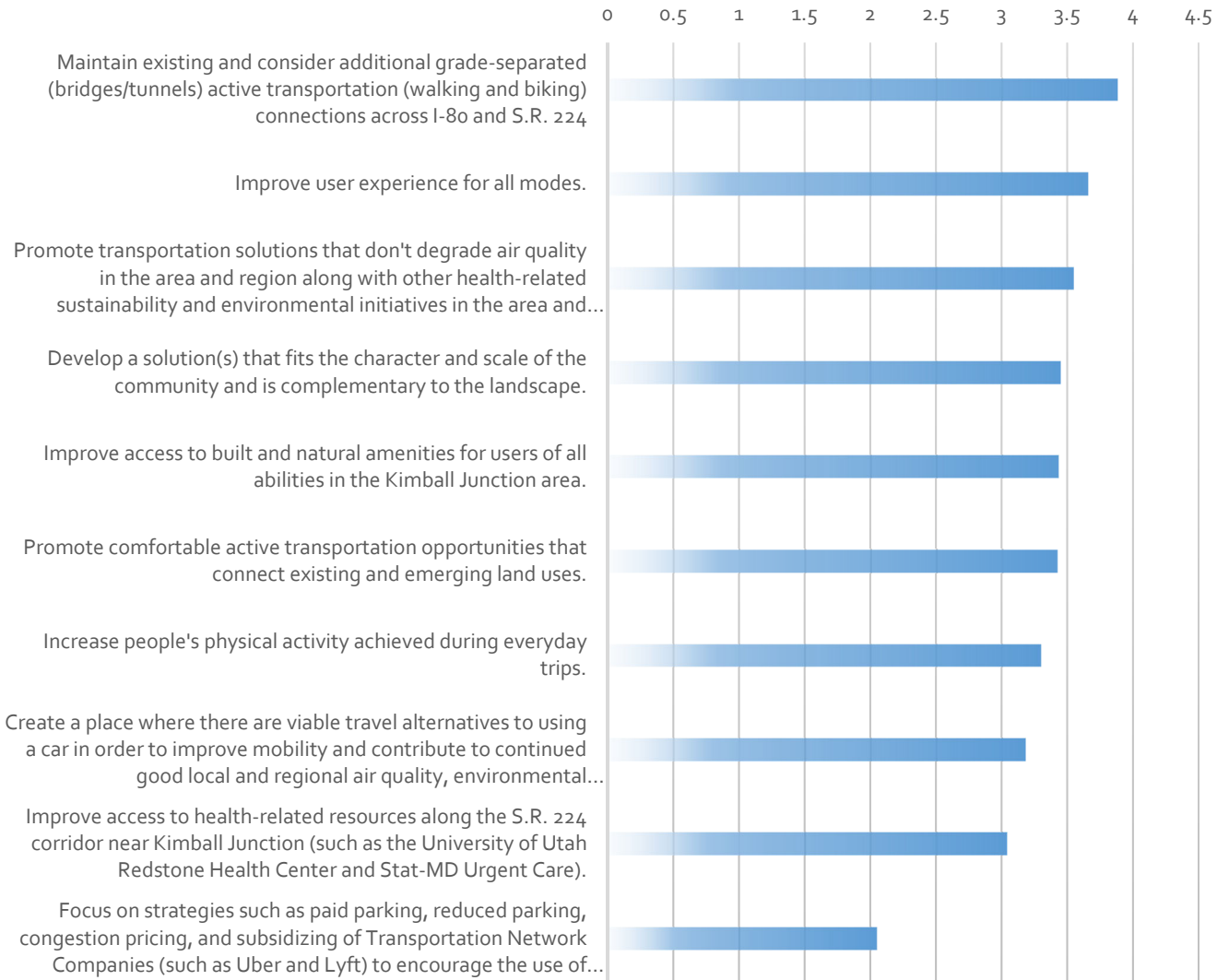
Community Health and the Environment

Goal: Provide a balanced transportation system that contributes to improved local and regional air quality, environmental sustainability and community health

With the goal of Theme 3 in mind, use the scale from 1 (LOW importance/least urgent) to 5 (HIGH importance/most urgent) to rate each of the opportunities below:

	1	2	3	4	5
Maintain existing and consider additional grade-separated (bridges / tunnels) active transportation (walking and biking) connections across I-80 and S.R. 224. What it means to me: When I am riding my bike or walking, I will be able to cross I-80 or S.R. 224 with less interaction with cars.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase people's physical activity achieved during everyday trips. What it means to me: I have access to work, shopping, restaurants, medical facilities and transit that are close by and encourage me to walk or bike.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote transportation solutions that don't degrade air quality in the area and region along with other health-related sustainability and environmental initiatives in the area and region. What this means to me: The transportation solutions will help reduce vehicle emissions, minimize impacts to the environment, and increase my activity.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve access to health-related resources along the S.R. 224 corridor near Kimball Junction (such as the University of Utah Redstone Health Center and Stat-MD Urgent Care). What it means to me: I can more easily get to the health facilities located in Kimball Junction whether I'm driving, walking, taking the bus or biking.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote comfortable active transportation opportunities that connect existing and emerging land uses. What it means to me: I feel comfortable walking and biking to nearby services that are already in the area and those that may be built in the future.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Develop a solution(s) that fits the character and scale of the community and is complementary to the landscape. What it means to me: The new transportation facility will look like it belongs.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Focus on strategies such as paid parking, reduced parking, congestion pricing, and subsidizing of Transportation Network Companies (such as Uber and Lyft) to encourage the use of travel without a personal vehicle. What it means to me: Summit County will consider charging for parking, reducing availability of parking, and/or charging a toll on S.R. 224 to get me out of my car and onto a bus, bike, or ride share options.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create a place where there are viable travel alternatives to using a car in order to improve mobility and contribute to continued good local and regional air quality, environmental sustainability, and community health. What it means to me: I have many options to travel other than my own vehicle that help reduce emissions, won't degrade the environment, and increase my activity.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve access to built and natural amenities for users of all abilities in the Kimball Junction area. What it means to me: I can more easily access work, shopping, restaurants, medical facilities, trails and parks in the Kimball Junction area.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve user experience for all modes. What it means to me: I enjoy driving, walking, taking the bus or biking in the Kimball Junction area.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

THEME 3: COMMUNITY HEALTH AND THE ENVIRONMENT



KEY TAKEAWAYS

- Stakeholders have a highly favorable view of tunnels and bridges for active transportation and would like improved user experience for all modes.
- Any changes to the area should blend in with the community.
- Stakeholders prefer to access health-related facilities by vehicle.

Theme 3 Results

Maintain existing and consider additional grade-separated (bridges/tunnels) active transportation (walking and biking) connections across I-80 and S.R. 224.

WHAT THAT MEANS TO ME: *When I am riding my bike or walking, I will be able to cross I-80 or S.R. 224 with less interaction with cars.* 3-9

Improve user experience for all modes.

WHAT THAT MEANS TO ME: *I enjoy driving, walking, taking the bus or biking in the Kimball Junction area.* 3-7

Promote transportation solutions that don't degrade air quality in the area and region along with other health-related sustainability and environmental initiatives in the area and region.

WHAT THAT MEANS TO ME: *The transportation solutions will help reduce vehicle emissions, minimize impacts to the environment, and increase my activity.* 3-6

Develop a solution(s) that fits the character and scale of the community and is complementary to the landscape.

WHAT THAT MEANS TO ME: *The new transportation facility will look like it belongs.* 3-5

Improve access to built and natural amenities for users of all abilities in the Kimball Junction area.

WHAT THAT MEANS TO ME: *I can more easily access work, shopping, restaurants, medical facilities, trails and parks in the Kimball Junction area.* 3-4

Promote comfortable active transportation opportunities that connect existing and emerging land uses.

WHAT THAT MEANS TO ME: *I feel comfortable walking and biking to nearby services that are already in the area and those that may be built in the future.* 3-4

Increase people's physical activity achieved during everyday trips.

WHAT THAT MEANS TO ME: *I have access to work, shopping, restaurants, medical facilities and transit that are close by and encourage me to walk or bike.* 3-3

Create a place where there are viable travel alternatives to using a car in order to improve mobility and contribute to continued good local and regional air quality, environmental sustainability, and community health.

WHAT THAT MEANS TO ME: *I have many options to travel other than my own vehicle that help reduce emissions, won't degrade the environment, and increase my activity.* 3-2

Improve access to health-related resources along the S.R. 224 corridor near Kimball Junction (such as the University of Utah Redstone Health Center and State-MD Urgent Care).

WHAT THAT MEANS TO ME: *I can more easily get to the health facilities located in Kimball Junction whether I'm driving, walking, taking the bus or biking.* 3-0

Focus on strategies such as paid parking, reduced parking, congestion pricing, and subsidizing of Transportation Network Companies (such as Uber and Lyft) to encourage the use of travel without a personal vehicle.

WHAT THAT MEANS TO ME: *Summit County will consider charging for parking, reducing availability of parking, and/or charging a toll on S.R. 224 to get me out of my car and onto a bus, bike, or ride share options.* 2-1

THEME 4: CONSISTENT WITH CURRENT ADOPTED PLANS

Goal: Maintain consistency with adopted plans for the Kimball Junction area.

Theme 4

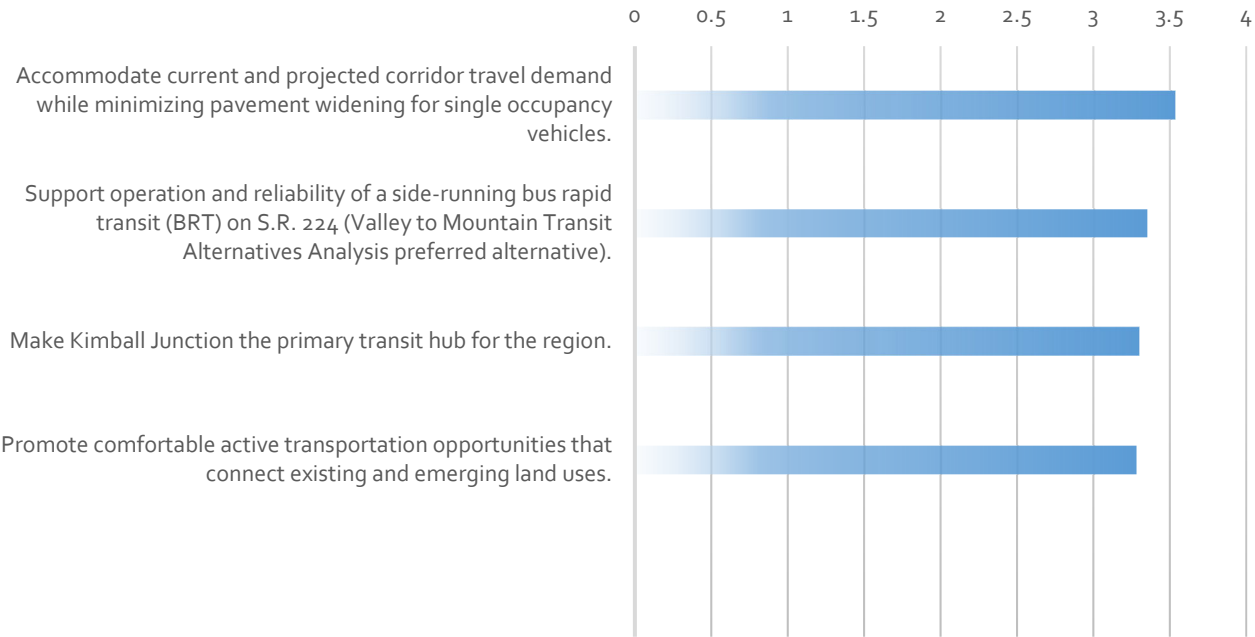
Consistent with Current Adopted Plans

Goal: Maintain consistency with adopted plans for the Kimball Junction area

With the goal of Theme 4 in mind, use the scale from 1 (LOW importance/least urgent) to 5 (HIGH importance/most urgent) to rate each of the opportunities below:

	1	2	3	4	5
<p>Promote comfortable active transportation opportunities that connect existing and emerging land uses.</p> <p>What it means to me: I feel comfortable walking and biking to nearby services that are already in the area and those that may be built in the future.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Accommodate current and projected corridor travel demand while minimizing pavement widening for single occupancy vehicles.</p> <p>What it means to me: Buses will have their own lanes on S.R. 224 and cars will move more easily through the general purpose lanes.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Support operation and reliability of a side-running bus rapid transit (BRT) on SR-224 (Valley to Mountain Transit Alternatives Analysis preferred alternative).</p> <p>What it means to me: I will have a reliable alternative to driving my car on S.R. 224.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Make Kimball Junction the primary transit hub for the region.</p> <p>What it means to me: I can go to one location in Kimball Junction to take transit to multiple destinations including Park City's old town and SLC.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**THEME 4: CONSISTENT WITH CURRENT
ADOPTED PLANS**



KEY TAKEAWAYS

- Stakeholders are in favor of shared mobility for single-occupancy drivers and public transportation.
- Stakeholders are generally open to Kimball Junction as the primary transit hub for the region.
- Active transportation opportunities should connect both existing and emerging land uses.

Theme 4 Results

Accommodate current and projected corridor travel demand while minimizing pavement widening for single occupancy vehicles.

WHAT THAT MEANS TO ME: *Buses will have their own lanes on S.R. 224 and cars will move more easily through the general purpose lanes.*

3.5

Support operation and reliability of a side-running bus rapid transit (BRT) on S.R. 224 (Valley to Mountain Transit Alternatives Analysis preferred alternative).

WHAT THAT MEANS TO ME: *I will have a reliable alternative to driving my own car on S.R. 224.*

3.4

Make Kimball Junction the primary transit hub for the region.

WHAT THAT MEANS TO ME: *I can go to one location in Kimball Junction to take transit to multiple destinations including Park City's old town and SLC.*

3.3

Promote comfortable active transportation opportunities that connect existing and emerging land uses.

WHAT THAT MEANS TO ME: *I feel comfortable walking and biking to nearby services that are already in the area and those that may be built in the future.*

3.3

THEME 5: ACCEPTED BY LOCAL OFFICIALS AND THE PUBLIC

Goal: Develop solutions that complement the evolving context and scale of the community.

Theme 5

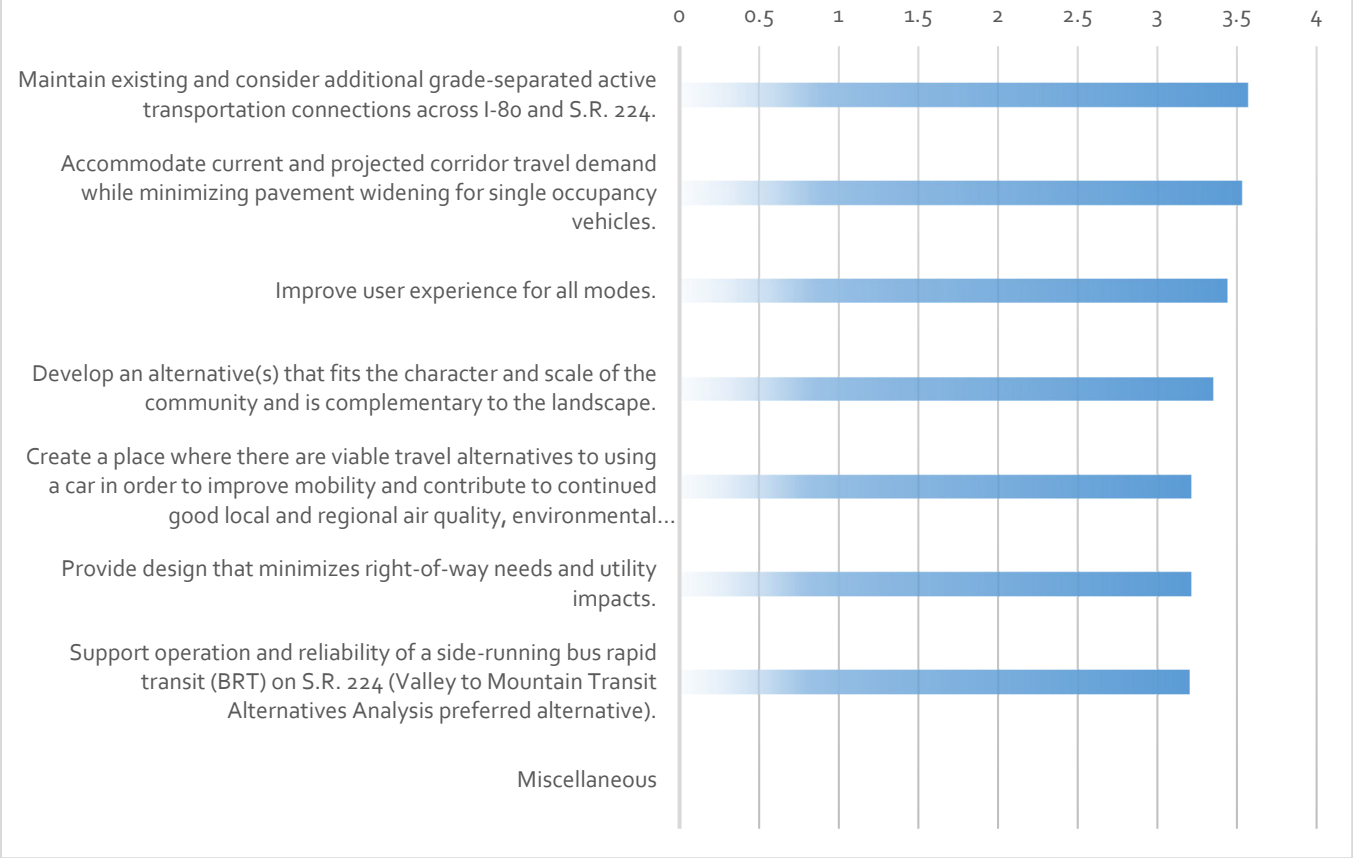
Accepted by Local Officials and the Public

Goal: Develop solutions that complement the evolving context and scale of the community

With the goal of Theme 5 in mind, use the scale from 1 (LOW importance/least urgent) to 5 (HIGH importance/most urgent) to rate each of the opportunities below:

	1	2	3	4	5
<p>Accommodate current and projected corridor travel demand while minimizing pavement widening for single occupancy vehicles.</p> <p>What it means to me: Buses will have their own lanes on S.R. 224 and cars will move more easily through the general purpose lanes.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Develop an alternative(s) that fits the character and scale of the community and is complementary to the landscape.</p> <p>What it means to me: The new transportation facility will look like it belongs.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Support operation and reliability of a side-running bus rapid transit (BRT) on SR-224 (Valley to Mountain Transit Alternatives Analysis preferred alternative).</p> <p>What it means to me: I will have a reliable alternative to driving my car on S.R. 224.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Improve user experience for all modes.</p> <p>What it means to me: I enjoy driving, walking, taking the bus or biking in the Kimball Junction area.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Create a place where there are viable travel alternatives to using a car in order to improve mobility and contribute to continued good local and regional air quality, environmental sustainability, and community health.</p> <p>What it means to me: I have many options to travel other than my own vehicle that help reduce emissions, won't degrade the environment, and increase my activity.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Maintain existing and consider additional grade-separated active transportation connections across I-80 and S.R. 224.</p> <p>What it means to me: When I am riding my bike or walking, I will be able to cross I-80 or S.R. 224 with less interaction with cars.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Provide design that minimizes right-of-way needs and utility impacts.</p> <p>What it means to me: The transportation improvements will not be expansive and will minimize impacts to the environment.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

THEME 5: ACCEPTED BY LOCAL OFFICIALS AND THE PUBLIC



KEY TAKEAWAYS

- Stakeholders are open to improved active transportation options that reduce conflict points with vehicles.
- Stakeholders are in favor of shared mobility for single-occupancy drivers and public transportation.
- Stakeholders generally prefer driving to access the area.

Theme 5 Results

Maintain existing and consider additional grade-separated active transportation connections across I-80 and S.R. 224.

3.6

WHAT THAT MEANS TO ME: *When I am riding my bike or walking, I will be able to cross I-80 or S.R. 224 with less interaction with cars.*

Accommodate current and projected corridor travel demand while minimizing pavement widening for single occupancy vehicles.

3.5

WHAT THAT MEANS TO ME: *Buses will have their own lanes on S.R. 224 and cars will move more easily through the general purpose lanes.*

Improve user experience for all modes.

3.4

WHAT THAT MEANS TO ME: *I enjoy driving, walking, taking the bus or biking in the Kimball Junction area.*

Develop an alternative(s) that fits the character and scale of the community and is complementary to the landscape.

3.4

WHAT THAT MEANS TO ME: *The new transportation facility will look like it belongs.*

Create a place where there are viable travel alternatives to using a car in order to improve mobility and contribute to continued good local and regional air quality, environmental sustainability, and community health.

3.2

WHAT THAT MEANS TO ME: *I have many options to travel other than my own vehicle that help reduce emissions, won't degrade the environment, and increase my activity.*

Provide design that minimizes right-of-way needs and utility impacts.

3.2

WHAT THAT MEANS TO ME: *The transportation improvements will not be expansive and will minimize impacts to the environment.*

Support operation and reliability of a side-running bus rapid transit (BRT) on S.R. 224 (Valley to Mountain Transit Alternatives Analysis preferred alternative).

3.2

WHAT THAT MEANS TO ME: *I will have a reliable alternative to driving my car on S.R. 224.*

THEME 6: MAINTENANCE AND OPERATIONS

Goal: Consider innovative operational technologies and accommodate maintenance needs.

Theme 6 Maintenance and Operations

Goal: Consider innovative operational technologies and accommodate maintenance needs

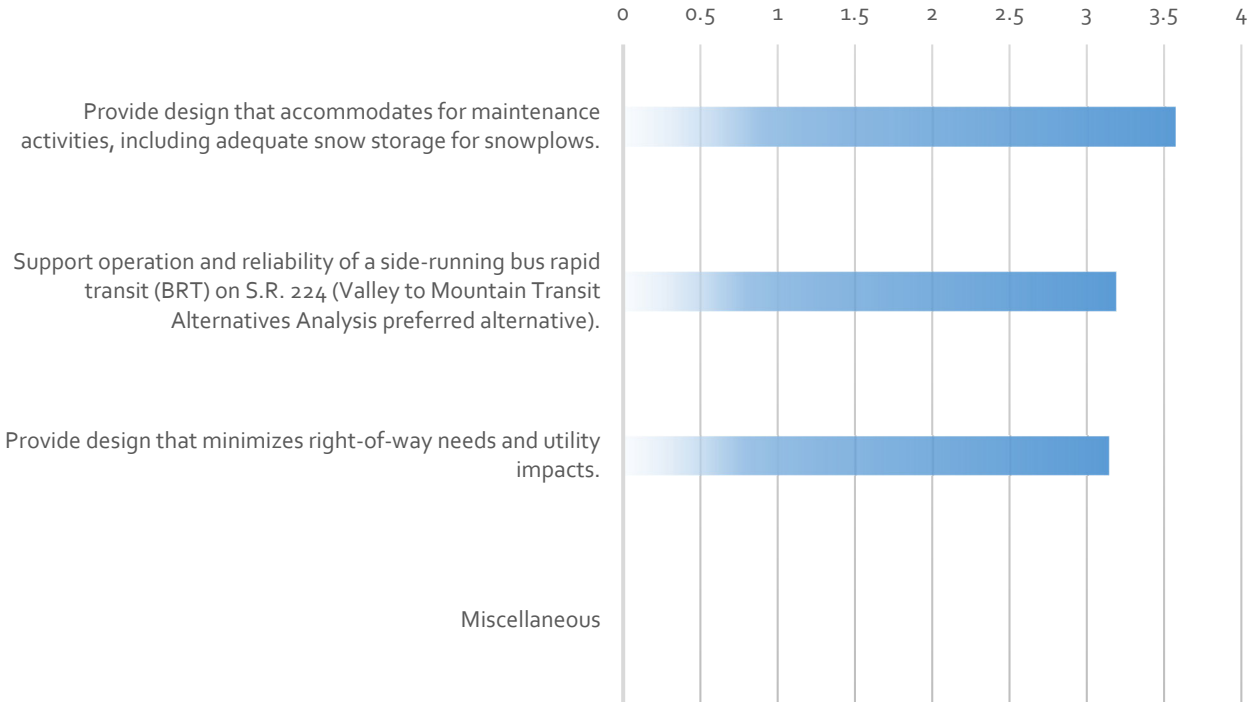
With the goal of Theme 6 in mind, use the scale from 1 (LOW importance/least urgent) to 5 (HIGH importance/most urgent) to rate each of the opportunities below:

	1	2	3	4	5
<p>Support operation and reliability of a side-running bus rapid transit (BRT) on SR-224 (Valley to Mountain Transit Alternatives Analysis preferred alternative).</p> <p>What it means to me: I will have a reliable alternative to driving my car on S.R. 224.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Provide design that accommodates for maintenance activities, including adequate snow storage for snowplows.</p> <p>What it means to me: I'll feel safe driving in winter weather.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>Provide design that minimizes right-of-way needs and utility impacts.</p> <p>What it means to me: The transportation improvements will not be expansive and will minimize impacts to the environment.</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

KEY TAKEAWAYS

- Stakeholders prefer design options that reduce conflict points with vehicles.
- Stakeholders are in favor of shared mobility for single-occupancy drivers and public transportation.

THEME 6: MAINTENANCE AND OPERATIONS



Theme 6 Results

Provide design that accommodates for maintenance activities, including adequate snow storage for snowplows. **3.6**

WHAT THAT MEANS TO ME: *I'll feel safe driving in winter weather.*

Support operation and reliability of a side-running bus rapid transit (BRT) on S.R. 224 (Valley to Mountain Transit Alternatives Analysis preferred alternative). **3.2**

WHAT THAT MEANS TO ME: *I will have a reliable alternative to driving my car on S.R. 224.*

Provide design that minimizes right-of-way needs and utility impacts. **3.1**

WHAT THAT MEANS TO ME: *The transportation improvements will not be expansive and will minimize impacts to the environment.*

APPENDIX A: Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?

A large, empty rectangular box with a thin gray border, intended for a user to write their response to the question above.

KEY TAKEAWAYS

- Stakeholder response indicates a preference for increased access for driving personal vehicles and improved traffic flow with synchronized lights and easy freeway access.
- Traffic congestion is an issue; many view tourism and winter activities as a key reason for congestion.
- Travel purpose primarily includes grocery shopping and errands; concern about how to do those things using public transit.
- Multiple people mentioned constructing an underground tunnel that would bypass Kimball Junction.
- Public transportation from Salt Lake City to Summit County seems a more viable option than tourists and out-of-county visitors driving through the area.
- Very little interest in paying for parking or toll lanes.

STAKEHOLDER COMMENTS

- No, the area is currently over built and the revised plans for the "Tech Center" with 1000 door knobs is nuts!
- No, the majority of traffic is coming from outside Summit County. Start looking at more efficient ways to get people from Salt Lake up to Kimball or to the ski resorts directly. No one uses the buses because they make too many stops.
- Yes, I think a dedicated bus lane is the most important.
- I don't want to take the bus to Smith's. How will I carry my groceries? I don't mind taking a bus to Basin Rec but I would have to take two buses. Not interested in investing that much time getting to the gym. Those of us who live here are fine in our cars.
- Make tourists coming from SLC park at Kimball Junction and bus in.

APPENDIX B: Do you strongly disagree with any of the themes and goals that we've identified?

Do you strongly disagree with any of the themes and goals that we've identified?

**KEY TAKEAWAYS**

- Mixed reaction in favor and against improvements to the Kimball Junction area; responses indicate that UDOT and Summit County should focus on alleviating traffic congestion; improved active transportation and public transit is seen as a positive but not the ultimate goal.
- Stakeholder response indicates that residents feel tourists and out-of-county visitors should pay for improvements, not local residents and businesses.
- Tunnels or bypasses for vehicles are a widely popular idea.
- Public transit should be for tourists and out-of-county visitors.
- Ski resorts should be responsible for some improvements.
- Low interest for paid parking and/or tolling.

STAKEHOLDER COMMENTS

- Stronger transit options from the valley and airport are needed. There should be a light rail from the airport to old town with stops in Sugar House and along the 224 corridor.
- The best thing you could do is put in a by-pass from I-80 to 224 to get around Kimball Junction.
- Bus, bike, walk won't address use needs. Completely neglect thru traffic and the fact that it doesn't address fir mile, last mile challenge for using Kimball Junction. Biking and walking is not practical to reach shopping/work or go to work/recreation. Further, completely impractical for 6 months out of the year.
- Strongly disagree with paid parking and buses getting their own lanes.
- Ease and functionality are the most important to me.

APPENDIX C: Is there anything we missed in the above statements?

Is there anything we missed in the above statements?

**KEY TAKEAWAYS**

- Continued focus on improving access for vehicles and single-occupancy drivers
- Support for underground tunnel that would bypass Kimball Junction
- Increase parking in Kimball Junction with no charge
- Active transportation facilities should include walking tunnels and improved walkability that build a sense of community but keep pedestrians away from roads
- Transit options should include aerial trams, light rail, etc., that allows easy transport for tourists and out-of-county visitors
- Increased development in the area is also affecting congestion and access

STAKEHOLDER COMMENTS

- Please consider a range of transit options through the corridor, not just one option.
- Install bridges and/or tunnels to avoid Kimball Junction completely. Try to make the road work without stopping.
- I would like to see one freeway-style interchange on S.R. 224 to accommodate Kimball Junction with integrated solution for active transportation. Similar to the new interchange in north St. George (SR-18/Red Hills Pkwy). It's innovative and beautiful as well.
- Cost and cost/benefit. Clever use of grade-separated intersections (overpasses), while expensive, can provide additional retail space that can offset the costs. Grade-separation designed to effectively reduce noise can make retail space much more valuable.
- Ingress/egress to/from the east side of S.R. 224 (Smith's, Redstone, Newpark) is not efficient and will become a disaster over the decades unless decisive changes are made ASAP.
- While I applaud mass transit, I think it's missing the issue.
- Any transportation planning should make tourism a priority, and balance the needs of maintaining a vibrant tourism economy with the needs of residents.

PART 2: WHAT PROBLEMS DO WE NEED TO SOLVE?

POTENTIAL PROBLEMS

Through review of previous studies, adopted plans, and initial discussion among the study team, UDOT and Summit County put together a list of potential problems in the Kimball Junction area. These include:

- East-west mobility is lacking on S.R. 224 for all travel modes.
- Winter maintenance activities, such as snow plowing and subsequent snow storage, seem difficult in the Kimball Junction area.
- Vehicles stack on I-80 waiting to move through the Kimball Junction area.
- I would use transit, carpool, vanpool, walk or cycle if I was charged a user fee to drive or park in the Kimball Junction area.
- As I travel along S.R. 224, I am not sure how long it will take me.
- I worry about the air quality and noise impacts from growing traffic in the Kimball Junction area.
- I do not feel safe using other modes of transportation in the Kimball Junction area.
- It is difficult to access shopping, medical facilities, recreation and entertainment opportunities in the Kimball Junction area due to traffic constraints.
- It is uncomfortable to walk, run or bike in this area.
- Growth in the area will impact how I move around.
- Traffic congestion impacts how I move through the Kimball Junction area.
- Buses on S.R. 224 should have their own travel lanes.
- Traffic in the Kimball Junction area makes me feel unsafe and affects my quality of life.

RANKING CRITERIA AND METHODOLOGY

Participants were asked to review the potential problems and rank each idea from 0 (least importance) to 5 (most importance) in order to identify its importance.

The reported results are organized by **most important** to **least important** per the participants' responses and will inform the study team as to what is important to the area.

RESULTS ANALYSIS

Analysis will provide the following:

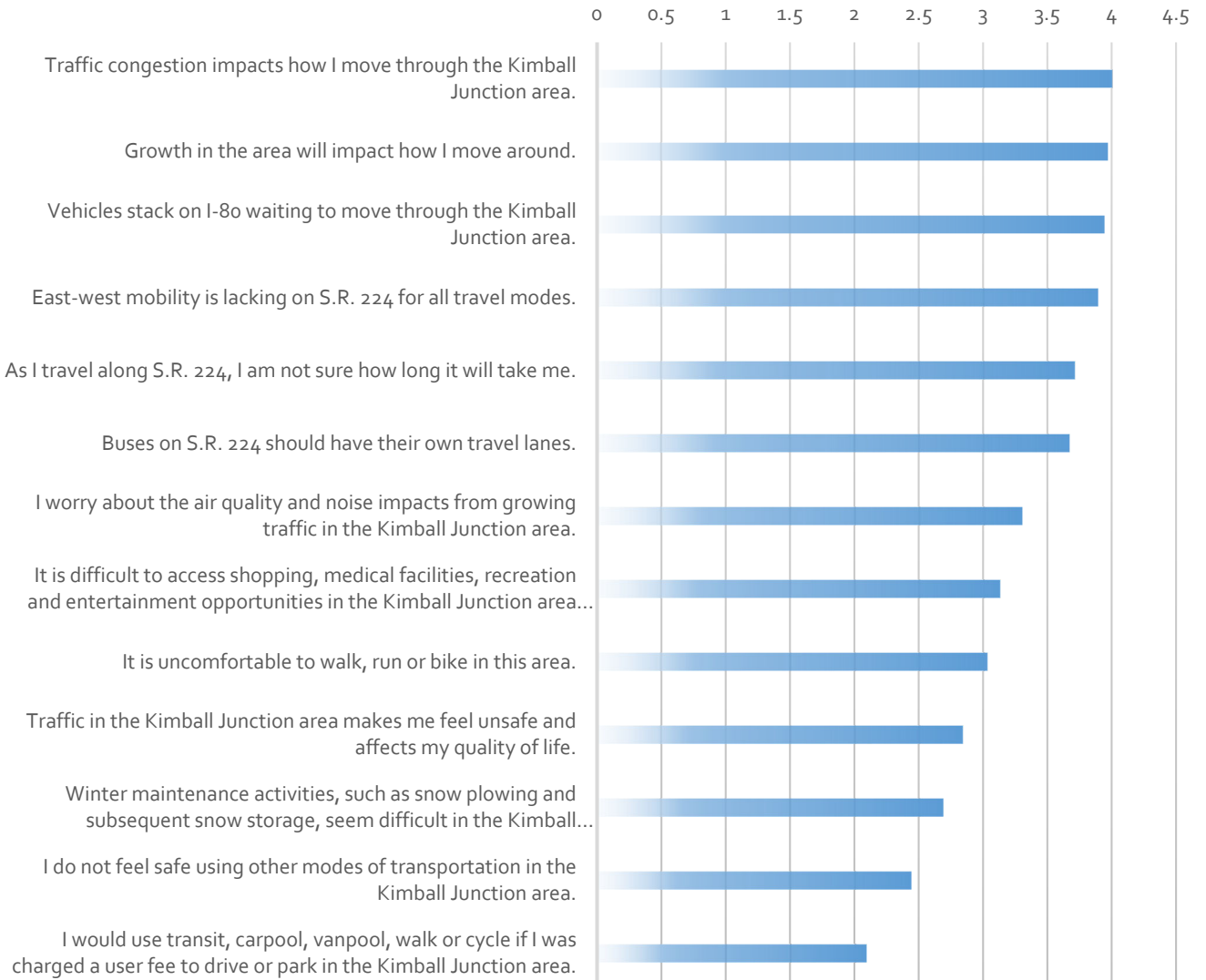
- A screenshot of the problems ranking table from the survey website
- A bar chart of ranking criteria from most important to least important
- A scored table of ranking criteria from most important to least important
- Open comments and key takeaways

POTENTIAL PROBLEMS IN THE KIMBALL JUNCTION AREA

Using the scale from 1 (strongly DISAGREE) to 5 (strongly AGREE), please rate each of the problems identified below:

	1	2	3	4	5
East-west mobility is lacking on S.R. 224 for all travel modes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Winter maintenance activities, such as snow plowing and subsequent snow storage, seem difficult in the Kimball Junction area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicles stack on I-80 waiting to move through the Kimball Junction area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would use transit, carpool, vanpool, walk or cycle if I was charged a user fee to drive or park in the Kimball Junction area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
As I travel along S.R. 224, I am not sure how long it will take me	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I worry about the air quality and noise impacts from growing traffic in the Kimball Junction area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I do not feel safe using other modes of transportation in the Kimball Junction area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is difficult to access shopping, medical facilities, recreation and entertainment opportunities in the Kimball Junction area due to traffic constraints	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is uncomfortable to walk, run or bike in this area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Growth in the area will impact how I move around	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic congestion impacts how I move through the Kimball Junction area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Buses on S.R. 224 should have their own travel lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic in the Kimball Junction area makes me feel unsafe and affects my quality of life	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

PROBLEMS



KEY TAKEAWAYS

- Traffic congestion is considered the primary problem in the area.
- Stakeholders expressed unease at growth and development in the area and how it will affect mobility and access.
- Stakeholders are unsure how long it will take to navigate to the area for personal errands and trips.
- Winter maintenance and using other modes of transportation ranks relatively low as a problems for stakeholders in the area.

Problems Results	
Traffic congestion impacts how I move through the Kimball Junction area.	4
Growth in the area will impact how I move around.	4
Vehicles stack on I-80 waiting to move through the Kimball Junction area.	3.9
East-west mobility is lacking on S.R. 224 for all travel modes.	3.9
As I travel along S.R. 224, I am not sure how long it will take me.	3.7
Buses on S.R. 224 should have their own travel lanes.	3.7
I worry about the air quality and noise impacts from growing traffic in the Kimball Junction area.	3.3
It is difficult to access shopping, medical facilities, recreation and entertainment opportunities in the Kimball Junction area due to traffic constraints.	3.1
It is uncomfortable to walk, run or bike in this area.	3.0
Traffic in the Kimball Junction area makes me feel unsafe and affects my quality of life.	2.8
Winter maintenance activities, such as snow plowing and subsequent snow storage, seem difficult in the Kimball Junction area.	2.7
I do not feel safe using other modes of transportation in the Kimball Junction area.	2.4
I would use transit, carpool, vanpool, walk or cycle if I was charged a user fee to drive or park in the Kimball Junction area.	2.1

APPENDIX D: Have we missed any problems?**Have we missed any problems?****KEY TAKEAWAYS**

- Traffic congestion should be attributed to tourists and out-of-county residents and is worse during in winter during the ski season
- There is also traffic congestion during key events in the area
- Interest about the functionality of a the transit center at Ecker Hill
- Public transit needs to be easy, accessible and attractive to users
- Low interest in paying for parking
- Low interest in using public transit for errands and grocery shopping

STAKEHOLDER COMMENTS

- The traffic problems are mainly in winter a bit in the summer. It is NOT Summit County residents. We have to do our errands and shopping like anyone else, but why should we be penalized for the influx or tourists and visitors during the peak seasons?
- As a resident of Jeremy Ranch and mother of little children, public transportation is not an easy or convenient option.
- Traffic light syncing needs improvement.
- Problems as I see them are that you have 3 specific destinations between Newpark, the outlets, and Park City. If this traffic can be separated earlier in the process through dedicated off-ramps, the problem will be significantly mitigated. Stop looking to 224 when the problem is on I-80.
- More bus transit options to/from PC and SLC would be nice.

APPENDIX E: Do you strongly disagree with any of the problems we've identified?

Do you strongly disagree with any of the problems we've identified?



KEY TAKEAWAYS

- Stakeholder response indicates strong interest in expanding vehicle access that is focused on getting drivers safely and efficiently to and from local businesses for errands and grocery shopping
- Low interest in Summit County using public transportation
- Low interest in paying for parking and/or toll roads
- Low interest in paying access fees
- Tourism impact should be addressed more thoroughly

STAKEHOLDER COMMENTS

- Yes, I'm not giving up my car. We have winter for 6 months of the year.
- We live in a tourist town. Do not penalize the locals with tolls or paid parking.
- Consider an aerial tramway or train solution. I don't think bus usage will increase substantially.
- I think Kimball Junction feels pretty safe. I would rather see improved walking/biking and public transportation access between Jeremy Ranch and other areas before Kimball needs upgrading.
- It's not feasible for me to ride a bus from Silver Creek to go grocery shopping.
- I think you've done a good job capturing the problem. As a commuter who wants to support the Junction, I struggle to see how this won't have a negative impact on me when running base errands.

APPENDIX F: Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?

Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction Area?



KEY TAKEAWAYS

- Local residents want to prioritize travel for local residents
- Support for underground tunnel that would bypass Kimball Junction
- Public transportation options should be easy and accessible
- Low interest in paying for parking and/or toll roads
- Consider employees who are navigating the area to get to work

STAKEHOLDER COMMENTS

- We need a right turn lane only into Kimball Junction shopping area coming from town.
- The new park and ride is not easy to access from the freeway so there is no incentive to utilize it. The buses get stuck in the same traffic as the cars, so there is no incentive to take a bus.
- It would be great if there was a fly-over or some sort of on-ramp going both ways from S.R. 224 to I-80. If these cars didn't have to stop at the intersection of S.R. 224 and Ute Blvd, traffic would be better.
- Expanding the transit hub in KJ may reduce traffic on 224 to PC but doesn't fix the problem at the 224/I-80 intersection.
- The largest issue is the clash of a major shopping hub with a major driving thoroughfare to Park City. Your working on solutions to solve this is commendable.

CONCLUSION

Since 97% of survey participants reside in Summit County, many of the responses and trends indicate a strong preference to improve traffic and mobility access in the Kimball Junction area for local residents. Many respondents were in favor of improved public transit options for themselves while many respondents indicated a preference for public transit options geared toward tourists and out-of-county visitors. Local residents value the ability to easily navigate the Kimball Junction area for personal trips and view the presence of non-county travelers as a contributor to congestion and travel delays.

Additional key findings can be found below.

KEY FINDINGS

- A wide-array of conflicting opinions regarding both the problems and solutions for the area; however, continued support for options that would bypass Kimball Junction and also provide separate access for Kimball Junction area uses
- Support for both increased interchange area capacity and improved transit connections – most who are opposed to one favor the other
- Mixed responses for active transportation needs – many maintain there is not a need for continued active transportation facilities; instead, focus should be on alleviating traffic congestion
- Local residents want to prioritize travel for local residents
- Public transportation options should be easy and accessible
- Stakeholder response indicates a preference for increased access for driving personal vehicles and improved traffic flow with synchronized lights and easy freeway access
- Traffic congestion is an issue; many view tourism and winter activities as a key reason for congestion
- Travel mainly includes grocery shopping and errands; concern about how to do those things using public transit
- Multiple people mentioned constructing an underground tunnel that would bypass Kimball Junction
- Low interest in paying for parking, toll roads or subsidized rideshare
- Concern with continued development in the area

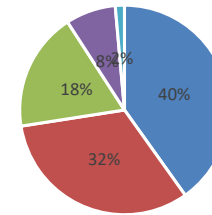
RECOMMENDATIONS

It's recommended that future planning be designed to accommodate various transportation options that can serve multiple communities with competing interests and priorities. It is also recommended that the communities of Summit County be apprised of final short- and long-term planning suggestions at the completion of the Area Plan.

In normal circumstances, how often do you travel through the Kimball Junction area?

Multiple times a day	114
Once a day	92
Weekly	52
Occasionally	22
Only on weekends	4

In normal circumstances, how often do you travel through the Kimball Junction area?

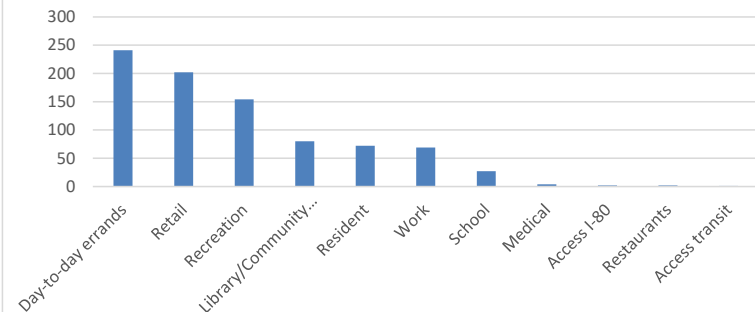


■ Multiple times a day ■ Once a day ■ Weekly ■ Occasionally ■ Only on weekends

In normal circumstances, what are your primary reasons for using the Kimball Junction area?

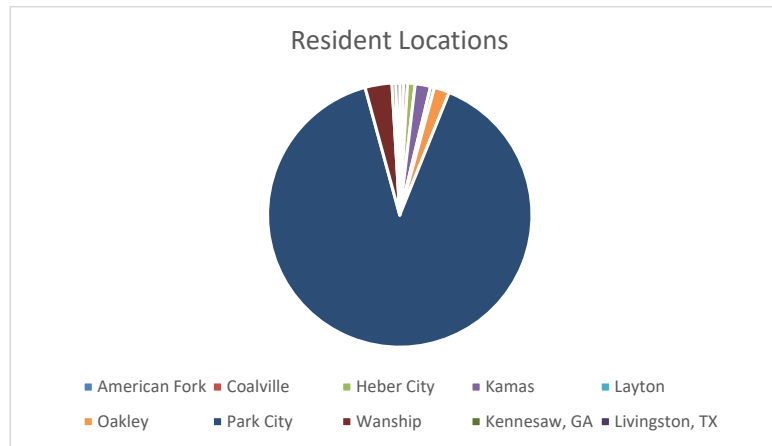
Day-to-day errands	241
Retail	202
Recreation	154
Library/Community service	80
Resident	72
Work	69
School	27
Medical	4
Access I-80	2
Restaurants	2
Access transit	1

In normal circumstances, what are your primary reasons for using the Kimball Junction area?



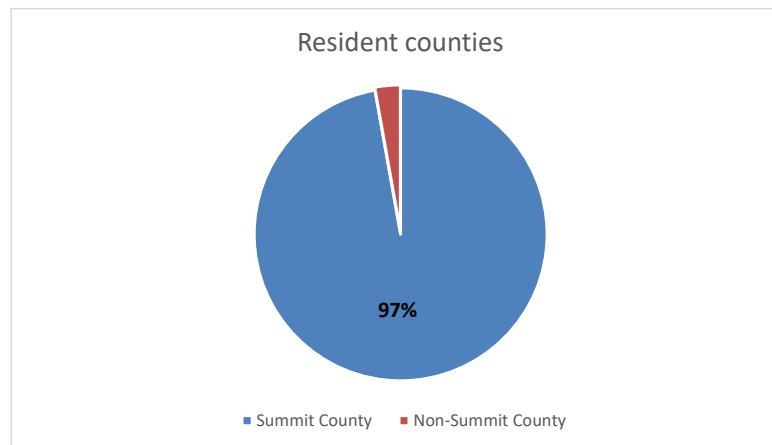
Resident locations

American Fork	1
Coalville	1
Heber City	2
Kamas	4
Layton	1
Oakley	4
Park City	191
Wanship	7
Kennesaw, GA	1
Livingston, TX	1



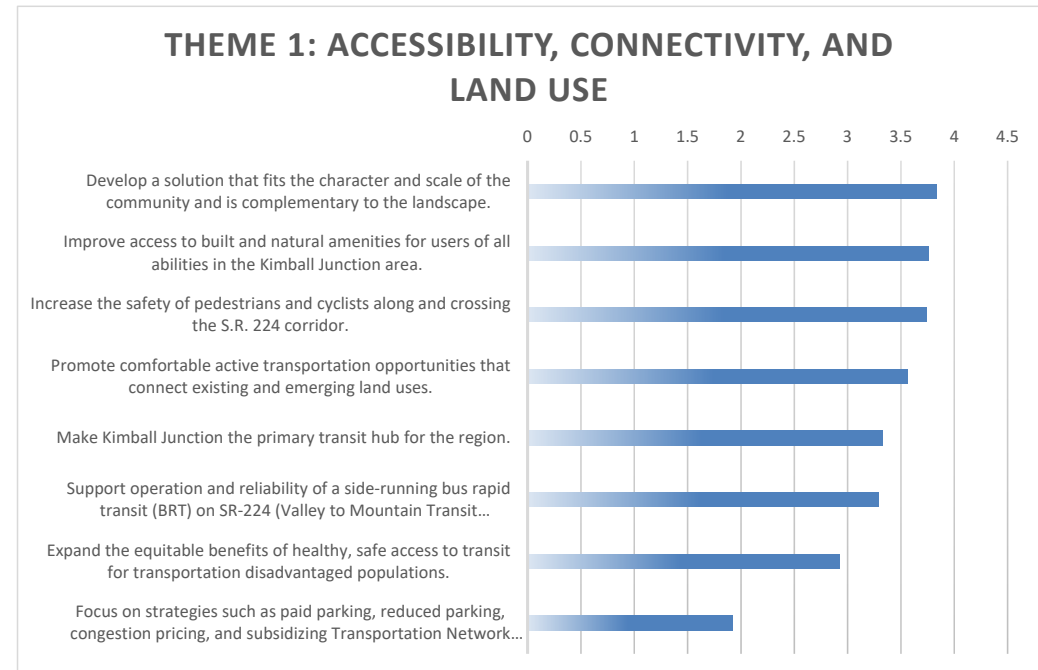
Resident counties

Summit County	208
Non-Summit County	6



Theme 1: Accessibility, Connectivity, and Land Use

Develop a solution that fits the character and scale of the community and is complementary to the landscape.	3.83
Improve access to built and natural amenities for users of all abilities in the Kimball Junction area.	3.76
Increase the safety of pedestrians and cyclists along and crossing the S.R. 224 corridor.	3.74
Promote comfortable active transportation opportunities that connect existing and emerging land uses.	3.56
Make Kimball Junction the primary transit hub for the region. Support operation and reliability of a side-running bus rapid transit (BRT) on SR-224 (Valley to Mountain Transit Alternatives Analysis preferred alternative).	3.33
Expand the equitable benefits of healthy, safe access to transit for transportation disadvantaged populations. Focus on strategies such as paid parking, reduced parking, congestion pricing, and subsidizing Transportation Network Companies (such as Uber and Lyft) to encourage the use of travel without a personal vehicle in the Kimball Junction area.	3.29
	2.92
	1.92



Theme 2: Mobility to and from I-80 and S.R. 224 in the Kimball Junction area

Improve vehicle mobility to and from I-80 and to and from S.R. 224 through Kimball Junction. 4.3

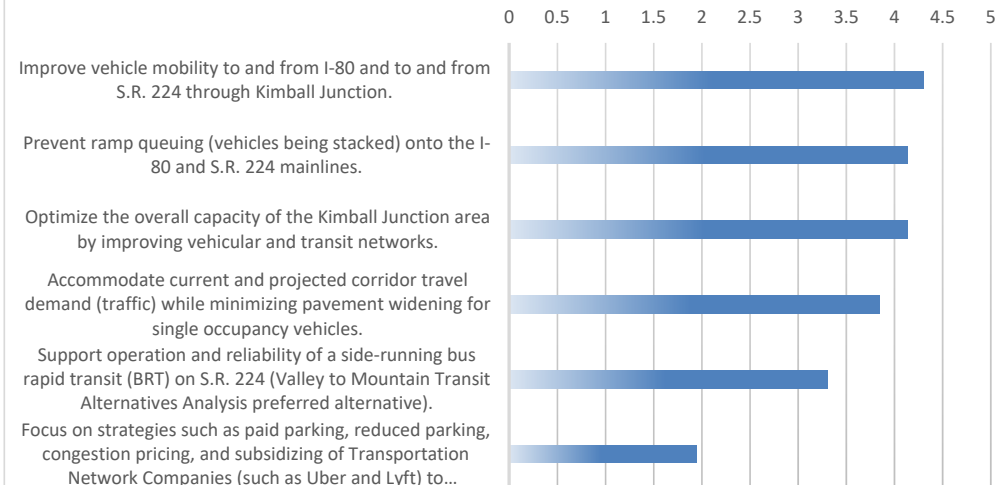
Prevent ramp queuing (vehicles being stacked) onto the I-80 and S.R. 224 mainlines. 4.14

Optimize the overall capacity of the Kimball Junction area by improving vehicular and transit networks. 4.13

Accommodate current and projected corridor travel demand (traffic) while minimizing pavement widening for single occupancy vehicles. 3.85

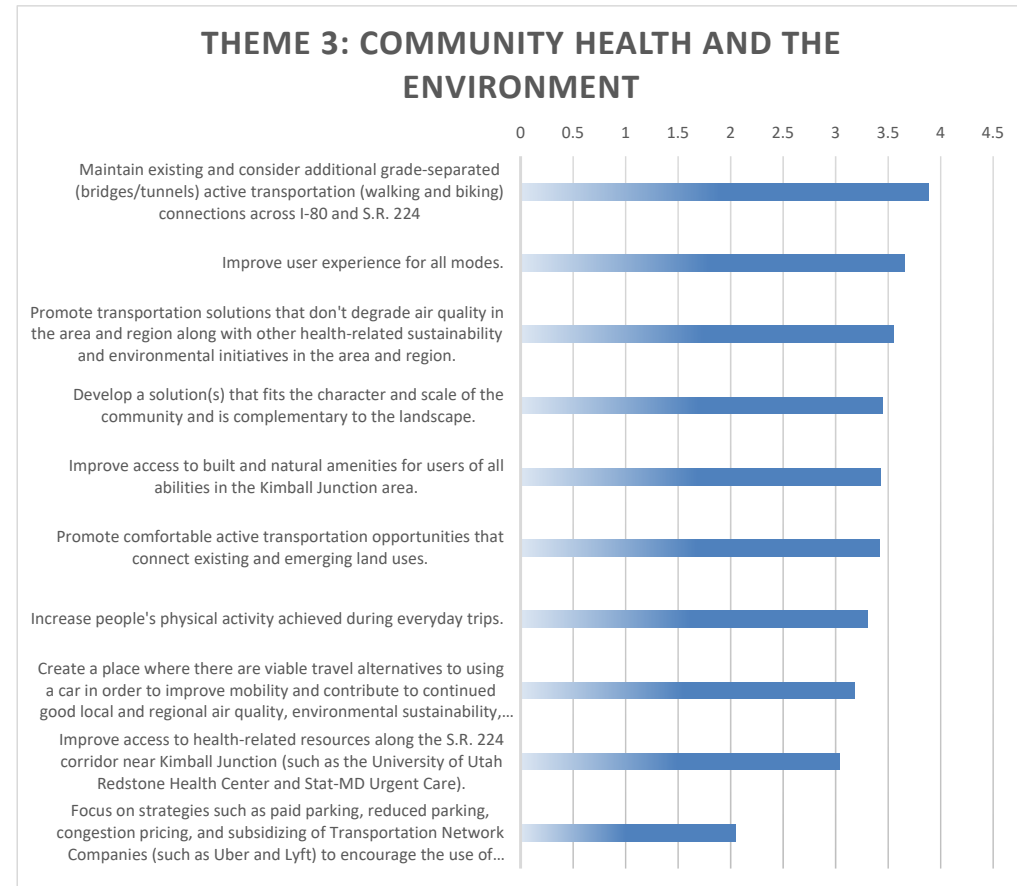
Support operation and reliability of a side-running bus rapid transit (BRT) on S.R. 224 (Valley to Mountain Transit Alternatives Analysis preferred alternative). 3.31

Focus on strategies such as paid parking, reduced parking, congestion pricing, and subsidizing of Transportation Network Companies (such as Uber and Lyft) to encourage the use of travel without a personal vehicle. 1.95

THEME 2: MOBILITY TO AND FROM I-80 AND S.R. 224 IN THE KIMBALL JUNCTION AREA


Theme 3: Community Health and the Environment

Maintain existing and consider additional grade-separated (bridges/tunnels) active transportation (walking and biking) connections across I-80 and S.R. 224	3.88
Improve user experience for all modes.	3.66
Promote transportation solutions that don't degrade air quality in the area and region along with other health-related sustainability and environmental initiatives in the area and region.	3.55
Develop a solution(s) that fits the character and scale of the community and is complementary to the landscape.	3.45
Improve access to built and natural amenities for users of all abilities in the Kimball Junction area.	3.43
Promote comfortable active transportation opportunities that connect existing and emerging land uses.	3.42
Increase people's physical activity achieved during everyday trips.	3.3
Create a place where there are viable travel alternatives to using a car in order to improve mobility and contribute to continued good local and regional air quality, environmental sustainability, and community health.	3.18
Improve access to health-related resources along the S.R. 224 corridor near Kimball Junction (such as the University of Utah Redstone Health Center and Stat-MD Urgent Care).	3.04
Focus on strategies such as paid parking, reduced parking, congestion pricing, and subsidizing of Transportation Network Companies (such as Uber and Lyft) to encourage the use of travel without a personal vehicle.	2.05



Theme 4: Consistent with Current Adopted Plans

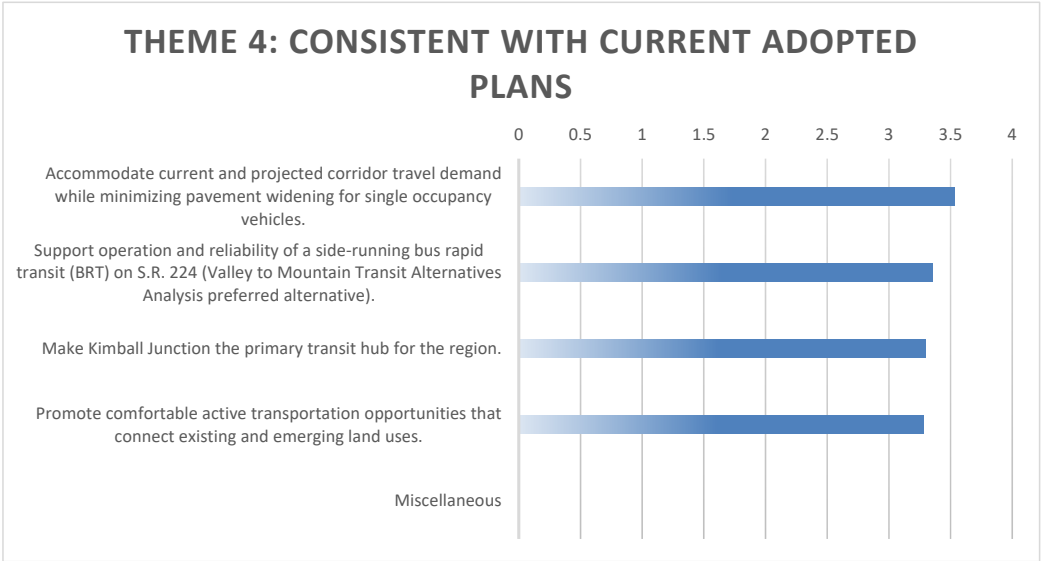
Accommodate current and projected corridor travel demand while minimizing pavement widening for single occupancy vehicles. 3.53

Support operation and reliability of a side-running bus rapid transit (BRT) on S.R. 224 (Valley to Mountain Transit Alternatives Analysis preferred alternative). 3.35

Make Kimball Junction the primary transit hub for the region. 3.3

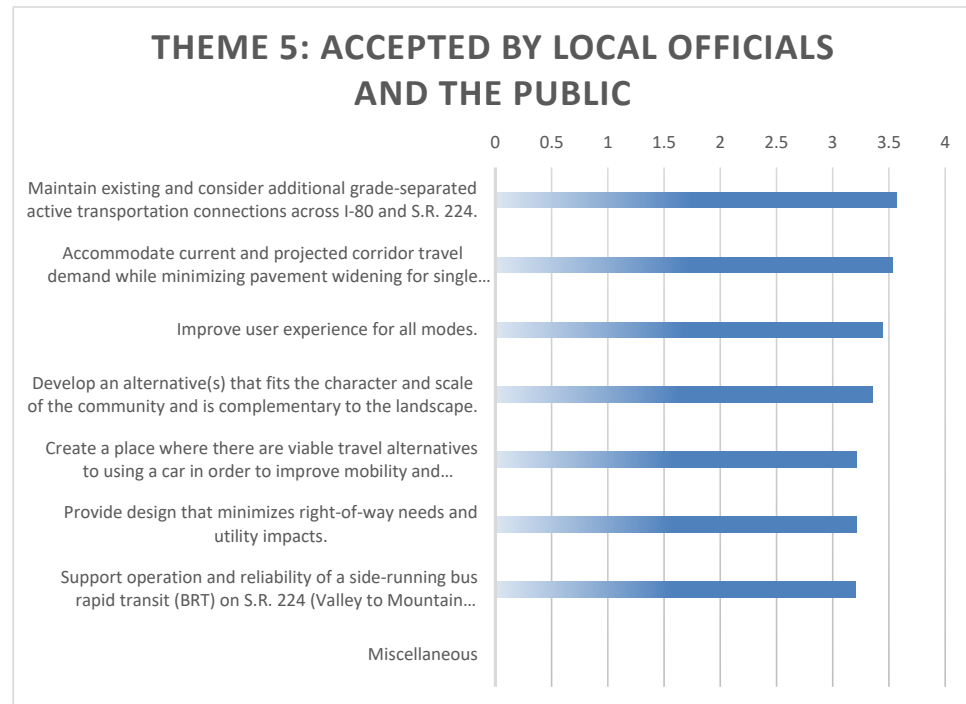
Promote comfortable active transportation opportunities that connect existing and emerging land uses. 3.28

Miscellaneous 0



Theme 5: Accepted by Local Officials and the Public

Maintain existing and consider additional grade-separated active transportation connections across I-80 and S.R. 224.	3.57
Accommodate current and projected corridor travel demand while minimizing pavement widening for single occupancy vehicles.	3.53
Improve user experience for all modes.	3.44
Develop an alternative(s) that fits the character and scale of the community and is complementary to the landscape.	3.35
Create a place where there are viable travel alternatives to using a car in order to improve mobility and contribute to continued good local and regional air quality, environmental sustainability, and community health.	3.21
Provide design that minimizes right-of-way needs and utility impacts.	3.21
Support operation and reliability of a side-running bus rapid transit (BRT) on S.R. 224 (Valley to Mountain Transit Alternatives Analysis preferred alternative).	3.2
Miscellaneous	0



Theme 6: Maintenance and Operations

Provide design that accommodates for maintenance activities, including adequate snow storage for snowplows.

Support operation and reliability of a side-running bus rapid transit (BRT) on S.R. 224 (Valley to Mountain Transit Alternatives Analysis preferred alternative).

Provide design that minimizes right-of-way needs and utility impacts.

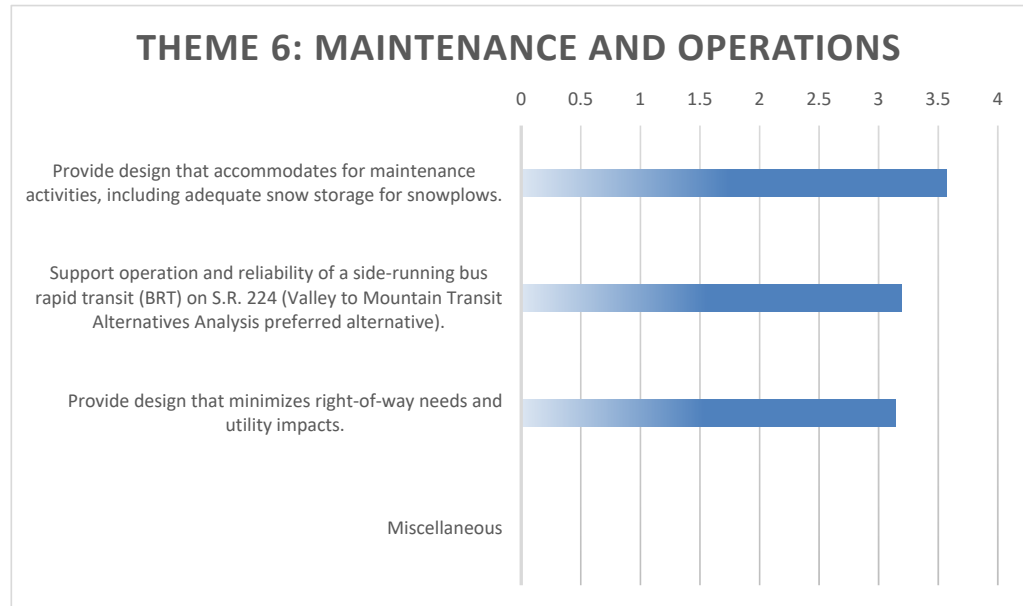
Miscellaneous

3.57

3.19

3.14

0



Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
No, the area is currently over built and the revised plans for the "Tech Center" with 1000 door knobs is nuts! This idea of "Active Transit" is crazy in the Winter! Who wants to walk or how do you ride a bike when it's 20 degrees out and the sun does not come up until 8am and sets at 5pm. Don't forget.....it snows here. We are a ski town.	Stronger transit options from the valley and airport are needed. There should be a light rail from the airport to old town with stops in Sugar House and along the 224 corridor.	The above statements do not really provide insight. Where are the proposed plans? If you have to explain....."What it means to me" then the statement is not very clear to begin with.
No. Your goals of charging fees and making people ride the bus are ridiculous. How did charging for China bridge work out for Main Street? You're begging locals to go there. How about your empty buses and park and rides. Scrap this disgusting plan and try again. Try not building so much crap and destroying this town while your at it. The park and rides and huge Jeremy ranch roundabouts are HIDEOUS		
NO	YES! LEAVE IT ALONE.	This is crazy! Charging for parking/toll road? Is this really about safety or making more money. Your plan will not encourage bus/alternative transportation for most folks who drive....me included. I fear this will be like the debacle of the Pinebrook and Jeremy roundabouts.
No, You need to expand 224 to 3 lanes in each direction and have 2 left turn lanes at each light before you consider anything else.	The best thing you could do is put in a by-pass from I 80 to 224 to get around Kimball Junction. Consider using a strip of Hi-Ute Ranch and swap land to them from the county to compensate for the land they would lose.	I take my dogs hiking EVERY day for over half a year and using a bus won't work for me EVER when I can't bring my dogs on the bus!
Bull shit in the way you produced this survey. This is a county of 40K, not 2 million. keep the buses off the streets as they are fucking ugly and no one rides them. Accept that we are a small area and keep all buses away. Buses are for poor slum neighborhoods and I dare you to list one affluent zipcode in the world that has buses as a main form of transportation	The K Junction commuter buses are a EPIC FAIL! for what it cost per rider mile, you are better off reimbursing every rider double what an uber cost	Why does summit county & Park city have goals or ruining this beautiful area?
Not at all. This is a survey to force residents into your ideas. No options for doing flyovers and alternating traffic for visitors and not locals.	Yes that is correct.	In Covid 19 era public transportation is quite dangerous in the spread of disease and other options should be considered.
NO! The majority of traffic is coming from outside Summit County. Start looking at more efficient ways to get people from Salt Lake up to Kimball or to the ski resorts directly. No one uses the buses because they make too many stops!! I'm really tired of paying for tourists and visitors bringing their cars up here. I pay enough in taxes that I should not have to pay for parking if I go to the grocery store.	YES, I strongly disagree with making Summit County residents pay the price, whether it is a toll, paid parking, etc for all the others who come up here. Summit County residents should have free priority parking and NOT have to pay a toll if we need to go into Salt Lake City one day. It is all the non residents who create the traffic and parking issues. Make them get on the bus from Salt Lake!!	They are too vague and there is nothing substantial to them.
Generally, yes.	No	Not yet, but please consider a range of transit options through the corridor, not just one option.
No. They are unrealistic and poorly articulated.	Whoever wrote this survey can't write well. I have an MBA and a degree in English and German and your statements of intent are almost unintelligible. Thanks for doing the "What it means to me" sections. They approached English "as spoken." The other stuff was so full of jargon that it rendered every sentence without meaning. It was horrible. Really a crappy survey. Dumb, dumb, dumb and frustrating.	The reason Kimball Junction does not work is because you built it wrong in the first place. Then you put in the "smart" signal system that can't manage the traffic because the signals are too close. It's a nightmare because the lights don't sync well. Want to fix it? Go manual on the lights. Install bridges and/or tunnels avoiding Kimball Junction completely. Forget buses and paid parking and the ultra stupid idea of charging a TOLL. Forget all that. Try to make the road work without stopping. Your stupid "smart" signal system is a huge part of the problem. Not the entire problem, but it is close to the root. Tolls, buses and paid parking are silly options. Silly, stupid and sad. And for crying out loud... learn to write! I am astonished at just how "craptastic" this stinky-dog of a survey really is. Don't you have anyone who can proof copy?
	Stop trying to reduce parking...we need the opposite, especially with the loose of parking at Newpark for the new housing unit...	More parking in Kimball Junction, removes pedestrians on 224 in Kimball...move all crosswalks to underground and keep them away from round-a-bouts.
		Our emphasis should be connecting the street grid to promote walkable neighborhoods. Thanks!

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
		It seems all questions are asked in such a manner that pushes the participant to ride a darn bus. More buses are not good if they all stop 15 times before I get to the mountain. If there was express buses, nonstop buses from Kimball and Ecker to the mountain you may have public transit worth using. I refuse to ride a bus that takes just as long as taking my own car. At least in my own car I have my own comforts.
		I would like to see one freeway style interchange on SR-224 to accommodate Kimball Jct with integrated solution for active transportation. Similar to the new interchange in north St George (SR-18/Red Hills parkway). It's innovative and beautiful as well.
Seems like yes	No	No
In general, yes.	Yes. Why "Maintain consistency with adopted plans"? I think it's clear that planning mistakes have been made and there are no good solutions that won't impact someones right-of-way.	Cost and cost/benefit. Clever use of grade-separated intersections (overpasses), while expensive, can provide additional retail space that can offset the costs. Grade-separation designed to effectively reduce noise can make retail space much more valuable.
No they never do		
No. Its pretty clear by the repetitive nature of these questions that County has already decided the solution is more busing, walking, biking in Kimball. This doesn't address or solve traffic jams and practical transport need to and THRU Kimball. Need bridge/underpass in lieu of traffic lights to facilitate thru traffic.	Yes, bus, bike, walk won't address use needs. Completely neglects thru traffic and the fact that it doesn't address first mile, last mile challenge (which is more like ten miles in this case) for using Kimball Jctn. Buses average 3 riders - fail for adding bus lanes which won't reduce traffic. Building transit center with no parking or without first mile solutions contributes to bus fail. Biking and walking is not practical to reach shopping/work or go to work/recreation as it is more than an hour commute via bike/walk. Further, completely impractical for 6 months+ of the year.	Need to solve thru traffic and destination traffic jams. Provide bridge/underpasses across 224 would allow thru traffic to get to/from I-80 without huge backups. More pedestrian/bike underpasses/bridge does not solve problem and are barely used now. Additional bus lanes not practical as ridership is anemically low
Not at all, this vision is for visitors not for year round residents. They need to focus on expanding the road, charging for parking or tolls is not the solution.	DO NOT PUT A TOLL IN PLACE. There are only two gas stations in town because the third was removed. Majority of our gyms, grocery stores, affordable shopping are in kimball and people do not take the busses to run errands when they need their car to bring things back. It is absolutely ridiculous for a small town and not necessary. Paid parking is also ridiculous, there is so much parking and it is never full. I REFUSE TO PAY TO GO TO THE GROCERY, I shouldn't have to pay to park or use the road.	
Yes, I think a dedicated bus lane is the most important.	Paid parking.	
It doesn't seem like it. The viability of taking 2 or more young kids shopping and carrying bags, isn't realistic while taking the bus??? This seems like it's written by people who don't have kids or don't remember how difficult it is with them. Paying for parking to run errands? How about if you're not a resident of Summit county?	Strongly disagree with paid parking and buses getting their own lanes.	
		Ingress/egress to/from the East side of SR-224 (Smith's, Redstone, Newpark) is not efficient and will become a disaster over the decades unless decisive changes are made ASAP. Study making all traffic eastbound at Newpark Blvd and all traffic westbound at Ute Blvd, or vice versa, to reduce the number of traffic phases between the two intersections.
Ehh	No	Nobody mentioned stopping development.
No this was clearly aimed at eliminating vehicles and promoting active and transit transportation choices. The survey was biased.	The themes are good, the questions are not in line with the themes.	This survey will only show one side, a no vehicle bias.
Not at all. I am really tired of improvements that help the ski resorts move their customers but create problems for me. I don't want to take the bus to Smith's. How will I carry my groceries? I don't mind taking a bus to Basin Rec but I would have to take two buses. Not interested in investing that much time getting to the gym. And two buses to get to Coffee Roasters? Those of us who live here are fine in our cars. Why don't you put buses at the mouth of Parley's and bus skiers directly to the ski areas?	Yes I disagree. We already have a bus I can take to the library. But I cannot walk from the library to Walmarts without feeling like I am taking my life in my hands crossing that ridiculous traffic circle. And I would like to park at Home Goods, leave my purchases in my car and walk to Coffee Roasters. There are no walking paths.	Think about what has happened to Quarry Village and those that live nearby with all the "improvements". It now takes forever to drive along Kilby Road and at night it is frightening because there are no lights to allow you to see all those ins and outs. And why in the world are we allowing people to drive from SLC to Pinebrook to park and take the bus. For goodness sake, stop the traffic where it starts: SLC.
		A different on ramp and off ramp at the new ecker hill park and ride

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
I'm more concerned about improving throughput than making it look like it fits the current - which is an ugly mess.	If construction and widening are required, fine.	If flyovers are still an option, explore them further. The county and city should rethink their opposition.
	Reducing traffic by increasing capacity through Grade Separation is key. Charging tolls IS NOT the key and will cause congestion and make my commute to Salt Lake more difficult as I will have to pay for the toll and there is no suitable alternative to get down to my School in the valley	
No. The themes and goals do not address the serious traffic congestion that currently exists nor the impacts of future development in the Tech Center. The planning process failed 15-20 years ago when development was allowed to front-run serious transportation planning to handle the future growth in traffic at the Junction.	The themes and goals totally fail to provide any real solutions to the current or future traffic problems which exist at the Junction and along the 224 corridor. Do you people seriously believe you can allow the contemplated development at the Tech Center with no traffic impacts? Give me a break! Also, how does subsidizing Uber and Lyft reduce congestion? Most of those cars cruise around empty over 50% of the time.	The only viable alternative to fix the mess at Kimball Jct is to "bypass" of the existing congestion. Build a new 224, taking off from near the Bear Hollow, thence west, behind Walmart and the Outlets, to a new interchange with I-80 in the vicinity of Ecker Hill School (and the idiotic park and ride), then "orphan" the existing mess at Kimball. Allow no business or residential access to this new segment. Of course this requires the County to be aggressive and ignore the cries from the local businesses and real estate developers who will complain loudly that they are being negatively impacted.
Don't burden existing surrounding residential communities with transit solutions for Kimball Junction (KJ) / Park City. For example Ecker Hill Park and Ride encourages more Park City/KJ traffic at the Jeremy Ranch I-80 Exit. Focus and require solutions into the Kimball Junction and Park City areas. Pay for the needed right-of way to fix the congestion at KJ. Take the needed property and design the grade separations as soon as possible. Inform KJ and PC businesses and residents it will cost this amount, assess a local tax and get the interchange at I-80/SR-224 rolling commensurate with the community it serves.		
Please be realistic. I need to take my car to run errands, often purchasing many items from different stores in Kimball. I could not do this utilizing public transportation. This system seems best for tourists and Millennials	Again, please be realistic. Tourists will most likely be using this than locals.	There is no way I could manage and stock my household using the bus.
No. Make tourists coming from slc park at kj and bus in. Most of them match with my vision, but not the idea of turning it into a very walkable area. We drive there to the stores from nearby and there is no scenario in which we wouldn't drive.	No. Make tourists coming from slc park at kj and bus in. Strongly agree there needs to be dedicated bus lanes. Why would SLC skiers park in a transit lot to sit in the same traffic as those in their cars. Need to have 224 go below surface (open air, not tunnel) through the two intersections in the Junction and have overpasses built for cross Junction traffic.	No. Make tourists coming from slc park at kj and bus in. Focus on getting cars in and out of the Junction on 224 first, then worry about walkability and building a sense of community- admirable goals, but fix the mess first. Underground parking is an acceptable alternative, but all of it can't be underground.
No. What I see happening as a resident of the Kimball corridor is different than the survey questions. The 9AM and 5PM timeframes are creating congestion because of residents and people entering the area for work. Having better bus routes or walking routes will not ease the burden of traffic. You can't have a dump truck, plumber, or woodworker ride a bus.	Yes. Because of the nature of our community importing daily workers, we have to find a better solution for residents that need to access Kimball and workers that need to drive from 80 / 224 to access jobs or job sites. While mass transit works for residents in some ways, I think this will only solve a very small aspect of the larger problem.	Suggestion: Turn the middle lane into ENTER / EXIT lanes like NY tunnels. Three lanes inbound in the AM, and switch to three lanes, plus the bus lane in the evening. While I applaud mass transit, I think it is missing the issue.
I am not sure kimball junction is where you take cars off the road. Ecker hill park and ride needs to be included and be a direct route to Dv.		1,000 units of affordable housing is a mistake at the tech park site. That area should be devoted to transportation purposes. Park and rides, walking tunnels, better car interchanges
Kimball Junction is a commercial zone people travel to and through; until there is much more housing there, I'm not sure the purpose of treating it like a neighborhood.	No	There is only one affordable grocery store in Park City, and it's at Kimball Junction. BRT will never be faster or more convenient than cars unless 224 is allowed to fail. Also, no one wants to take groceries on the bus. I think getting great mass transit will get tourists off the roads (maybe - rich people are entitled and less likely to conform).
Not really, I understand trying to encourage people to use public transportation however it is not practical or easy for everyone. The idea of charging parking at Kimball is absurd since so many people have to drive just to get there. Then can use transit services once there.	I strongly disagree with charging for parking.	

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
I do not want to pay for parking in Kimball Junction. I also do not want Kilby Road to be affected, as I use this road to get to Kimball Junction, never getting on I-80 unless I have to.	Paid parking.	The design of this survey is very complicated. You ask multiple things in each question, so how can you tell what the answers are really responding to. It's also very suspicious that you felt the need to "interpret" the questions. Lots of questions are repeated, which can only add to the confusion when you try to evaluate the responses.
No.	Yes. The focus should be on cars, bikes and pedestrians. Disease spreading, expensive, inefficient mass transit should be minimized or eliminated.	An alternative that reflects real people's real preferences.
No, Summit County is being blissfully ignorant by only focusing on encouraging mass transit.	Buses are not the only solution or answer to the traffic problems. The majority of people that live and work in Park City DO NOT use the buses so why is that being the focus?	
	The high focus on discouraging personal vehicle use will strongly inhibit people from surrounding towns from coming to Kimball Junction since they most will need to use cars to get there. It will drive business to Heber. If reducing local business is a goal, well done.	
yes	no	no
No, we have gone through these alternatives over and over again and you haven't listened. You spent millions of dollars on a useless park & ride next to Ecker Hill Middle School. Pay for parking in Kimball is going to penalize businesses and locals of Summit County who truly use Kimball Junction for retail, medical and restaurant purposes	Yes, paid parking	The assumptions that if you build it they will come. Your best intentions to improve these issues always comes at the expense and sacrifice of the locals. You need a more efficient park & ride. If the resort ran the park & ride it would be utilized. No one wants to spend 45-50 minutes on a bus when they can arrive in less time in their own cars or in more comfort. Making 224 a toll road will not detour any out of town area or those from the valley. Your short sidedness has left a sour taste in every locals mouth.
	Disagree with Theme 4 because it seems to preclude innovation and out-of-the-box thinking to respond to changing situations.	
Mostly. I do think there should be a greater emphasis on solutions that minimize auto traffic overall.	I continue to think that fixed-route LRT or gondola are far more effective options than the BRT for the long term health of the community.	
Mostly yes. I live in Oakley and shop weekly in Kimball Junction. I cannot take a bus w/5 or 6 bags of groceries. If I have to pay to park my car, I will shop somewhere else. I do not recreate in Kimball Junction except to eat out 1x or 2x a month.	Not really... Other than making me pay to park my car to buy groceries and home supplies.	
I'm a local and only use public transport when events are happening. I don't have the time to use buses or bike when I'm going around the area. I think the focus of the transportation changes should be to accommodate tourists.		
Sort of. Kimball should have better traffic flow with synchronized lights, better flow in and out of the two shopping centers. Should be additional freeway on ramps and off ramps for the outlets. There should also be an express lane to bypass the Kimball area and continue on to Park City. Same for those going towards I80.	No	An express bypass lane going north and south between I80 and PC, that allows for vehicles to pass through KJ without stopping, and separate lanes for local traffic (those cars actually needing to access the shopping areas)
What about an underground tunnel from I80 in to town bypassing the junction??		
		Increase enforcement via stop light cameras, particularly at the I-80 off ramps where it is common to have more than 10 cars pass in front of you on your green light, meaning they are long past running their red light. Also, create more 'park and ride' lots with direct access from I-80. I was told by a Summit County official that UDOT said they couldn't wouldn't. Coming from the Virginia suburbs of Washington, D.C., the park and ride lots off I-95 heading to the District are heavily used and extremely useful. Taking people off the Interstate and putting them into local traffic to get to a park and ride deters use and defeats the purpose of having drivers from outside the PC resorts/downtown area have a convenient place to catch a bus.

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Congestion could be reduced. People probably won't take busses. They might take an aerial tramway or train.	Consider an aerial tramway or train.	Consider an aerial tramway or train. I think peoples willingness to get on a bus is being overestimated.
		Any transportation planning should make tourism a priority, and balance the needs of maintaining a vibrant tourism economy with the needs of residents.
Don't know	Only on priority	I think there needs to be more emphasis on being proactive and planning for growth -- roads that meet the needs of a growing PC areas, ski resort traffic, and potential Olympics10-15 years in the future instead of now. By the time plans get built here, they are already outdated.
The connectivity of the questions to the themes made no sense at all. Write a survey for the public that the public can understand.	This survey made no sense at all. Thanks for providing some level of translation. When you're surveying the public, get someone to write the survey who understands public communications.	Bad idea to combine paid parking and road toll as part of the same question. They are not even close to being similar. This will skew your responses.
Probably not. Our family has older and disabled people so biking through Kimball Junction is not an option. We need to be able to get to Redstone in a car.	Yes, We pay the same amount of taxes as the bikers/trail users. Please remember that all citizens are not created equal in physical ability.	We think there should be an overpass from I-80 to move the non-business traffic.
No. I like the old plan better.	Part 2 question 1 says it will mean less traffic out on the jazz' Carson 224 jersey	Handicapped areas? Already excessive noisen the 224
Yes. This is sorely needed.	Yes!!!!	No.
No; we already have adequate non car alternatives. We need to widen 224 to accomidate the existing traffic.	do not consider any parking rates or cost. We need more car lanes and options, not less.	too much retail density has been permitted; that is the issue.
Not just Kimball Junction, but 224 traffic volume and backup	use of transit busses. It is clear that most people donnt use the bus. They are empty most of the time. Why do you focus so much on something that serves litle useful purpose.	Focus on getting cars into and out of Park City. Where is the demand for better bike, walking, bus use? You have a wealthy populace. They will always focus on using their cars. This survey clearly focuses on what you favor, not what most people favor.
No. Taking bus or bike is not an alternative because I live in NS. But PC refuses to understand its impractical for many.	Disagree with thinking bilknng is a solution because most of the year it's not possible because of weather.	
No!	Yes	
No, there is already too much built here!	NO PAID PARKING!!!! Can't afford it! Isn't this what you called "Lower income area"? Quit building us out of it!	How about the traffic lights give more time for left turns onto s.r. 224? It's bad enough that only 3 cars can get thru it.
		Reduce congestion in the Kimball corridor. Turn lanes last 3 traffic light cycles on a NORMAL business evening. Lights are also generally quite long, even when low traffic flow. Use more dynamic traffic timing.
Bus only lanes. Light rail.		
Yes	Ease and functionality are the most important to me.	
Yes	I will have a reliable alternative to driving my car on S.R. 224.	No
	the goals seem to directly address reducing single vehicle travel as a goal in and of itself.	
yes	no	not that I can think of
For the most part.		Landscaping. This is the entry to a resort community and the landscaping design needs to reflect that. Road cycling is a large component to the recreation here in Summit County. There are many older riders that are new to riding on the road and don't always have the presence to keep track of all the traffic around them. All designs need to incorporate bike lanes.
I'm not sure what those goals are, but I think so?	I don't think compatibility with landscape/appearance matters.	Just get rid of free parking. That would solve most of the problem.
Yes, except do not try to minimize traffic. There will always be traffic, and if enough people ride transit so traffic is not bad, people will stop riding transit and traffic will be bad gain. There is no steady state without bad traffic, so just let it be (and do NOT add more car lanes) and provide better bus, cycle and pedestrian options that are not hung up in traffic.		

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
	<p>Biking and walking along 224 is already great and does not need more improvement! Goal should be the am and pm(!)traffic. Tunnel, Bridge, direct access to I-80 avoiding the KJ area.</p> <p>Also: the busses are great but are pretty empty(unless there is a big event on Main Street). That means people don't take them- even for free. Neighborhoods like Sun peak, glenwilde,...are not reached by bus. Charging a toll for out of town guests and also parking would maybe help.</p>	
<p>No. The noise and emissions need to be addressed for neighboring areas. I live in Silver Springs/Northshore. The road noise and pollution is unbearable.</p> <p>Please add a wall with landscape to jeep the paths used and homeowners safe.</p>	I strongly disagree with making a major transit hub off Kimball. Prefer lower in the canyon. To reduce pollution and noise.	Handicap access, noise barrier for neighborhoods and pedestrian/bike safety.
Themes and goals yes, in actuality I have no hope for anything new and progressive.	There needs to be open spaces for people to gather, for people to recreate. there is nothing bin the goals which make it new and innovative. I understand the goals and themes but they seem to be the same goals and themes proposed in the original design of Kimball Junction which is just one and the same, a nightmare of traffic, inaccessibility, and no public and pedestrian gathering spaces. A terrible design, or shall I say, lack of design.	a very confusing and repetitive survey.
So many ways to ask the same question above		Tunnel from Canyons to Wasatch front
Not sure yet, Kimball Jct area feels like it still needs coherent direction that aligns County, City and State futures.	No	Future growth in the area and its impacts?
No. Seems to mostly focus on those residents who live in kimball junction area, not those residents who cannot take bus, bike, walk to kimball...	Reliable alternative, paying for parking in kimball as some have no option but to drive their own vehicle if they need to shop in kimball	
I can't tell because it's so disguised with politically correct language. Kimball is the work and residential hub, through which SLC workers come to town, Park City workers head to the Valley and tourists traverse. They won't take buses. There isn't enough parking to accommodate them. I think you are barking up the wrong tree. Until you remedy the root cause of the traffic issues, you won't win.		
No. My overwhelming priority is to make it easier for vehicles to travel through the 224 and Highway 80 interchange, without back ups. Strategies other than those that allow me to drive my car through the interchange are not attractive to me.	Local leaders' fixation on Providing alternative transportation does not serve the needs of, or represent the feelings of, those who must drive through that intersection every day	
No. Not at all.	<p>Yes. I strongly disagree with the idea that while park city continues to grow year of year, there is any consideration for removing parking, or moving to paid parking in Kimball Junction. Many locals chose to shop/dine, etc. in Kimball because they want to avoid the high cost of parking.</p> <p>Additionally- while it is absoutely wonderful to want for more locals to use public transport, it is not a valid option for many. Many who live on the outskirts of Summit County but work in Park City need to drive personal vehicles to their jobs and they shouldn't be penalized by pushing only to solve the traffic problems but thinking more public transit is a feasible solution. I'm sure you have data, but it certainly does not seem that the busses create enough traffic issue to warrant a bus lane. It seems that there would be minimal positive effect from this in decreasing the congestion.</p>	Consider an additional exit off of the highway for direct access to the outlets, walmart, whole foods, skullcandy, UOP, etc. This would DRASTICALLY help reduce the volume of traffic at the KB intersections.
	I do not agree with paid parking to use the amenities at Kimball Junction.	
Mostly	No	
In general, yes.	No	While easy public access to Salk Lake is commendable, there needs to be a workable public transport system there. Very unlikely.

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
This survey is remarkably confusing and seems to be set up in a way that will skew results any which way the surveyor chooses. That being said, the Kimball Junction fix has always seemed simple to me as a civil engineer... Add a second off-ramp on I80EB that specifically serves Newpark so that 224 traffic can bypass the local errand traffic.	Sure, I guess. They all seem to be directed at the same target project. Sustainable transit, multi-modal transportation with environmental concerns are always going to popular in this community.	You missed real solutions. This survey isn't about progress, it's about fulfilling a consultants contractual obligation to survey the population.
Yes. It is vital that we as a community improve the traffic flow of the kimball junction area. In addition we need to try and limit the amount of vehicles on the road.	This area NEEDS major improvements. We should try and minimalism their effects on the environment, but we also have to understand that major changes are coming.	How can we improve public transit to and from SLC? We need to work on ensuring that visitors have an easy way to get up the canyon without renting a car.
Mostly matching. Expansion of public transportation, park and ride and side-running bus lanes are best options for capacity and the environment.	Using money for aesthetics rather than key infrastructure. Natural landscapes are already highly aesthetically pleasing and clean mass transit developments are most important for decreasing emissions.	N/a
	Absolutely please do NOT charge a toll on SR 224 or reduce availability of parking. That is no more than another form of discrimination against the less fortunate.	
Earlier KJ design created too few parking spaces, assuming people will walk and bike. I don't have bus service near my house, so I have to drive. Why isn't there more parking near the SC library to encourage taking the express bus to town?	In order to reduce the amount of traffic in KJ, you need to increase parking at Ecker and Jeremy lots. Extend the white bus service to one or both of those lots. Minimize the need to transfer buses.	If the KJ buses end of going to Prospector requiring a transfer to downtown, the # of riders will go down.
I was here during the Olympics. We all used busses.... But, there were a lot of busses and wait was never more than 10 mins. Run sufficient busses at peak times on dedicated routes and this will work. Add heated waiting areas with food trucks will make wait pass fast. Bathrooms rq.	Charging for access to Park City with easy pass or similar not a bad idea. At a minimum it provide funds to subsidise public transit. But... No toll booths. Easy pass or photo I'are and bill by mail (NYC removed all booths several yrs ago... Now you get a bill in mail if no easy pass)	Need secure parking lots with great security. If we want cars to be left for 10 hours then got to be safe.
Nope, Summit County is just wasting money on public transportation that only 1/4 of the county can use. It would make more sense to hand public transportation over to UTA to get Summit County out of it.	Anything that binds Summit County to pay for public transportation.	Didn't include authorizing UTA to handle ALL public transportation.
Yes. Important to develop mass transit to reduce vehicular traffic growth and need for roD expansion	no	n9
	We need to stop the back up of traffic at the light in kimball.	
People have cars and people want to use them. We need to have more lanes or directional signs that switch lanes during high traffic times. No need for an empty bus lane. Add a lane or use arrow designating directional lanes after ski time or during high traffic times. Like the Golden Gate bridge.	Biking around Kimball is scary. But dont think people will bike to go get groceries. We need to be able to drive and park FREE of charge.	Widen 224 or directional arrows would help that switch based on time.
No, expand area of I80/hwy 40 with services like grocery stores, Target, restaurants, etc. offering alternatives to Kimball Junction thus easing traffic issues at the Junction.	Yes, no bridges, tunnels etc. instead of accommodating increased traffic, develop an alternative for some of the traffic to go to instead of everyone funneling through Kimball Junction.	Come up with additional alternatives instead of everyone funneling through Kimball Junction. Home Depot, Burt Bro's. and other business is already out Hwy 40. Get more business out there so everyone doesn't have to go to Kimball Junction for their errands or restaurants.
No. The PRIMARY goal needs to be to make it HARDER & MORE EXPENSIVE for people down in the valley to get to Park City. We want fewer human beings in Park City. We want fewer skiers on the ski slopes during the winter. We want fewer human beings on Main Street.	Yes. The PRIMARY goal needs to be to make it HARDER & MORE EXPENSIVE for people down in the valley to get to Park City. We want fewer human beings in Park City. We want fewer skiers on the ski slopes during the winter. We want fewer human beings on Main Street.	YES. People from down in the valley should be FORCED into parking elsewhere and taking buses to ski slopes.
I don't know to be honest. My trips to the Jct are for groceries, access to trailheads and visit to family members in Park West as well as trip to Canyons Village to meet up with family at work.	The goals have good intentions. Unfortunately, I worry that people who need this travel for quick access to the above items will lose out and become frustrated with the changes. Having better access to the resorts via the 224 should be a major focus as well as reduced traffic congestion but if it's too difficult to get around, I might not go to the shops in this area. FYI - Kamas resident.	How to address those who don't live in PC. Almost feels like we might be pushed out if we have to pay for basic parking when we want to go to grocery store or eat. If this is the case, we might not go the Kimball jct as much as we do.
		There are no bike racks in kimball junction retail areas. This makes biking to stores problematic. Further development at kimball junction should be stopped. It will only make current congestion much worse

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
	This is a transit area, not a residential area where it is easy for people to walk or ride bikes. Wonderful idea for Park City where retail and homes are in the same general vicinity. It is not very feasible for someone to come to the area and catch a bus to the outlet malls carry all their stuff go back to the grocery store and then make it back to their car. Possible just not very likely. Paid parking is also a terrible idea. If you're trying to make economical transportation for service workers this makes it not feasible to live in the area or commute to the area	
Use of pedestrian overpasses would be a positive for me so the flow of traffic is better or tunnels	Do not disturb wetlands	I would love to see an under ground tunnel at the canyons interest so pedestrians don't run across hwy at st. marys - or a tunnel there.
I live about one mile from the Kimball Junction stores. I am less likely to take the bus to buy groceries as it is too much to carry. So I'd hate to have to pay to park. Otherwise, walking and biking are typical options for me. In good weather that's as fast as waiting for and riding the bus.	No	What I like about KJ is that I can buy almost everything I need. But it is an ugly jumble of traffic, parking lots and stores with no cohesive look or flow. And it's almost dangerous to walk between my two most visited places, the grocery store and the post office.
Increasing transit to the area is so important; it would mean that we could get people out of single-occupancy vehicles that come up from SLC to access the shops up there. I also love the proposed pedestrian/bicycle improvements, in particular tunnels under the road.	NO tolls in any circumstance! Tolls are one of the most regressive form of taxes out there, a completely flat tax that disproportionately affects lower-income people. Tolls will just mean that, to get to Park City from SLC, people will divert to US 40 and SR 248, increasing emissions and further degrading the environment.	
Yes	No	
Yes	No	
		The original layout of Kimball is unfriendly to walking or biking (w the exception of the outer ring path) and makes it very difficult to traverse from store to store within Kimball. Not sure how to retroactively fix the original design flaws, but glad there is a group studying the idea.
	Strongly believe in reducing investment in car/auto models in favor of transit and walk/bike ability options.	
Sort of.	No	No
Yes	No	No
one small but important improvement would be to install "back-up preventers" on the off ramps to stop wrong way driver deaths from late night mistakes. makes sense. seems easy enough.	there seems to be a lot of attention for walkers and bikers. how much is enough?	probably
Yes	No	No
Yes	Yes	
Make lite rail from airport to kimball junction.	Make lite rail from airport to kimball junction.	Make lite rail from airport to kimball junction.
	Disagree with making 224 a toll road	
Not yet	No, I do not did-agree	
Yrs	No	Improve regional KJ wayfinding.
Yes	No	That left turn lane on 224 at the Ute Ave intersection (as you come off I-80 from SLC) needs to be addressed ASAP. It is dangerous and people take unexpected liberties increasing risks for others.
	Yes. Paid parking in the Kimball Junction area does exactly the opposite of what we want to accomplish. If you want people to ride transit, you have to give them somewhere to put their cars, unless you are going to provide last-mile service to all of Summit County.	
Yes.	No.	No. I think the emphasis on pedestrian friendly development is crucial. I live in Redstone and try to walk or bike as much as I can but an additional tunnel or bridge that would help pedestrians avoid crossing 224 at Ute Blvd would be a great addition.

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
Yes and no. At a broad level: better capacity for cars, better alternatives to using cars etc, sure.	Yes, I think BRT is a cop out. The best solution BY FAR, would be a rail link from Old Town, through Kimball Junction, down to SLC and out to the airport. Until you have a true end-to-end solution people are still going to drive, and once they're in their car most won't leave it at Kimball Junction. If you try to make them they'll just go someplace else. If, on the other hand, you can get off a plane in SLC, hop on a train, and be in Old Town within an hour, many thousands of cars will be taken off the roads, especially in winter. If I could commute from the junction to SLC on a train I wouldn't drive to work. The bus doesn't cut it. it doesn't run often enough and it doesn't go to enough places. It's nonsense to say there isn't room on 224 for rail tracks. You could do the same as SLC has done on 400 S.	
yes		
Yes	No	
Close but not quite. Shifting to mass (commuter/non resident) transit is helpful but there needs to be a meaningful solution for present local traffic issues. People want a convenient means of travel. E.g. someone won't drive from summit park to a park and ride lot for grocery shopping or dinner (at KJ or in town) if it delays their trip by more than a few minutes. Non local traffic that could catch a bus from SLC that takes them all the way to the resorts with minimal stops would be most helpful.	Paid parking. Don't ruin my hometown. I grew up here, don't kick me out by keeping me from being able to access KJ/PC. Maybe issue free parking permits to SC residents if you go this route.	
		The park and ride lot off I-80 was put in the worst possible location. Not sure who the planners were for that location.
Not sure?	No	I didn't see anything about keeping wildlife off the roadways, yet allowing them an opportunity to cross I-80 for migration.
Yes. KJ is a junk show most mornings in winter and every afternoon after work hours. Would be great to see this fixed.	As far as tolling and paid parking - this should be aimed at tourists. Not locals who need to run errands, pick up prescriptions, hit the post office, support our local businesses. Locals should be exempt.	The KJ area works well with local traffic. Once we add in tourist traffic it takes a different look and feel. Tourism is the lifeblood of this community, however everything should be done to minimize out of town traffic in and around Kimball. Whether it be day skiers from Salt Lake or vacationers, these are the folks who are over burdening the road system and should pay for its improvements.
yes, great ideas proposed	the great majority I agree with. Kimball Junction is an ugly strip mall and should be beautified	no
No, UDOT just wants to pour concrete and spread asphalt. Summit County does not want to spend money only take money from west side.	Strongly agree something needs to be done but there is no new thinking here, solution is more roads not gondolas or tunnels or underground parking.	Yes, you missed a lot. Need for very large parking lot at Kimball and Quinn's junction. Therefore get traffic out of central core. No mention of alternative transportation like gondola to ski resorts and Main Street. Maybe ski resort ticket offices should be at junctions also.
Yes	No	No
Somewhat but a bit vague	Yes, promoting alternatives to car travel would help a lot.	Getting ski resorts to promote bus travel by storing skis for free and perhaps discounts for using busses. Perhaps bus could provide tickets validating ridership and resorts and restaurants could provide incentives for arriving by bus. Perhaps better biking could be similarly incented in summer.
I think safety and accessibility of bikers, pedestrians and other roadway users needs to be #1. A BRT or whatever isn't going to be useful if it interferes with the safety of pedestrians and cyclists in any way (think the "Traxx" system in SLC that continuously has accidents-we don't want that.) In addition, "crossing" I80 or 224 is all fine and dandy, but let's make sure we can actually go somewhere after crossing the road, without having to maneuver busy or tightly packed parking lots. Also, I'd like to mention that it's important to me to keep the speed limit at 45 on 224. Sometimes increasing traffic capabilities means increasing the speed limit and I'd like to make a point that I'm against that.		The survey was very confusing/ not organized well. Storage for snow plows? I thought this was about transportation and "getting around" kimball junction.

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
If you are planning a new transportation hub in the Kimball junction area, be sure to incorporate more parking spaces for the locals to use while riding the buses into town for work or pleasure. There are still not enough spaces at the existing hub at the summit county library area.	Not sure the public is aware of UDOT future plan.	How do you get the tourists to take public transportation rather than drive their own or a rental on our streets?
I feel like the area is only congested during specific times or during specific events.	I am able to walk from Pinebrook to Kimball Junction retail with minimal traffic/automobile interaction at this time.	
This survey asks the same questions over and over. It does not address the use of electric bikes on bike paths. Most are riding recklessly and too fast to be on a walking/biking path. They should be mandated to only going on the side of the road with cars. They should never be allowed on sidewalks in Kimball Jct nor the asphalt walking/biking paths. This will allow more people to walk/bike in Kimball Jct area and less people in cars.		Provide employees from Salt Lake and outside Kimball Jct area access to carpooling and have the resorts/businesses help enable carpooling and taking bus into town. Maybe the resorts should pay for more buses during morning/evening commutes. Most of the traffic problems in Kimball Jct come from employees coming to/from work. Also, construction workers create a lot of congestion. If we encourage carpooling or getting individuals out of their cars and taking bus into town, we'd have less congestion.
Partly, I am a KJ resident who primarily walks/bikes for local errands. The themes/goals focus a lot on easing car transit which I think should be less a focus than improving non-car options.	No	There are small-scale barriers to walking/biking for community travel in KJ. Just a couple of examples, there is no sidewalk on the transit center side of the road between the transit center and Olympic Parkway. There is also no sidewalk on the stretch of road that accesses the HomeGoods shopping center. Gaps in safe places to walk like these make being a pedestrian much more dangerous and discourage walking.
	making parking even more difficult in Park City only adds to the widening gap between the haves and the have mores. Rich people will pay the tolls to continue driving and the people who work in town will be forced to ride the bus, bike, etc. just to get to work or get their kids to school. I strongly disagree with this option.	What seems to be missing is adequate parking for people who can only get to the Kimball Junction by car. At that point where are we supposed to park to jump out of our cars and rent a bike or ride the bus? Parking is a mess at Whole Foods and I doubt the Factory Outlet Mall or Redstone or Walmart are going to welcome everybody to park in their lots. There is no parking if you wanted to catch a bus at the hub by the county library. None.
Put in a tunnel to 1-80 before the traffic lights so we don't have to fight with freeway traffic when going out to run simple errands.	Do not make people pay for parking, that is ridiculous.	We need traffic lights on 248!!! It is suicide trying to turn left at Brown's Canyon and Richardson Flat.
UDOT do. Summit County needs to consider alternatives to the proposed 1,100 residential/ hotel proposed on Tech Center Drive. Create new exit before the current exit, Come in west of the outlet mall, buy out residents on 6650N 2200W and Tech center drive property. Improve roadway. Send traffic south of skull candy To Send people up to the resorts with bypassing Kimball Junction. Tax them at the resort for the cost.	Full-time residents should not have to pay for parking. Rental vehicles should be outfitted with a pass and charged as they enter PC, either from 80, 40....etc	UDOT and Summit County need to prepare for resorts that are all-inclusive. Sounds like the way of the future is come to the hotel and mountain but you don't have to leave. Summit County needs less nightly rentals and more all-inclusive. That would help reduce traffic flow. Let the hotels bus their patrons up from SLC. You want to go to PC? Fine. If you drive you will pay. Take busses. Leave the resident be.
Match environment with minimal impact	promoting more uber drivers	
Yes, the themes and goals cover what is important to me from a KJ resident's perspective, I am a strong user of transit and active transportation modes.	No I do not. So far so good.	Nothing comes to mind.
Yes	No	No
I believe so. There needs to be expansion of the bus transportation for tourists and visitors to the town, but some residents need to be able to use thief vehicles.	I do not believe that paid parking or toll would be helpful at all just due to the sheer number of people that need to travel that road everyday and can not afford the tolls.	
Yes	No	I live in Summit Park. I don't have any way to catch a bus without driving first. Please consider running a bus up Parkview! I would use public transportation more if I could do it door-to-door.
I think so	Easier, safer access for bikes and peds and be environmentally friendly	
	No tolls, paid parking, etc. Some of us are locals	Locals pass allowing for free parking/tolls
Maybe. It is confusing because how do you minimize traffic to Kimball Junction but also propose making It the transportation hub for the area?	No fees for parking or buses. That will not change peoples' behavior and only make them mad. They may stop using Kimball Junction then.	

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
Bus Rapid Transit	Part of the solution with traffic at Kimball is Kearns Blvd - we can't just fix Kimball only. Access into Park City from Kearns needs to be improved	
overall yes	Paid parking is a big no for me.	I find the biggest current problem is coming off the ramp from I80 from the west and the meadian that narrows the turn lane to turn into the shopping ie smiths. people trying to turn are backed up on busy days sometimes stuck in the intersection. very dangerous.
Mostly	With UDOT involved it's likely to be larger than needed. The side lanes for busses (plowed in winter!!!) is critical, but don't let them go beyond that and create larger impacts. "If you build it they will come" means more capacity isn't always the right solution.	
Generally Yes. Serious consideration should be given to grade separated, roundabout intersections at Ute and at Olympic Parkway/Newpark Blvd.	Side running BRT will still increase the footprint of SR-224 significantly. Greater consideration should have been given to areal transit, possibly using the center median area of SR-224.	No
Traffic flow and pedestrian safety definitely need to improve	No	
Yes	No	No
I am interested in having guests ride a nonstop bus from Park City to SLC airport from your transit center esp in winter. Unclear if you are planning that. Can there be a tiny barrier between bike lanes and fast moving cars to keep everyone in their lanes?	No toll roads. No pedestrian bridges. Tunnels might be okay but is the demand really there? The buses do not annoy me as long as they obey posted speed limits ha ha ha!!! so no need for special lanes.	The right turn into whole foods is tight. Leaving whole foods and turning left is tough. Make a stop sign in all directions. Access to from walmart is confusing as lanes are not clearly marked and cars speed up the hill and seem to appear from nowhere.
I wish the focus would be on reorganizing and improving what's already there rather than planning for more housing and degradation of open space.	I will not go to Kimball if I have to pay to park. Residents shouldn't be charged to park in PC, especially if they are workers.	You fail to address population control in the area. Stop building and there will be fewer cars on the road. More housing creates more traffic and congestion.
NO.	YES. I'm not taking public transportation. We have winter for 6 months of the year.	Stop development. Your growth estimates are no longer valid. Remote working and learning are coming of age. You're preparing for the old era rather than the new era. Sorry your buddies and family won't get to profit from it.
Never addressed "locals", stayed focused on high traffic situation. Locals should have ability to buy a pass, pushing these alternatives on the thousands of cars that come through the area on a daily basis. Create some kind of "Local Pass"	They were all basically the same questions	With the number of cars that pass through the are - many being for construction sites, not sure that all the work will actually get people out of their cars.
	Do NOT want a toll road.	
Yes	👍	I am concerned about walking pedestrians across Walmart. Sometimes I saw that the drivers do not stop when the pedestrians want to cross to Walmart. There should a crossing light.
I think so	No	Can you simplify them? I would be hard pressed to simply explain them to someone else.
yes	yes the BRT (Bus Rapid Transit)	no
No one uses the transit hub at ecker middle school. Building one at KJ doesn't help. The traffic is still there. Need to focus on moving the traffic smoothly through the 224 intersections with Ute and Newpark intersections.	Dedicated bus lanes? That restricts traffic flow even further. The traffic bottleneck is caused by the two lights to access the KJ services, the transit hub won't fix that. These two lights aren't even synchronized. Fix that first for a short term solution	Forcing bus access to some services (groceries, Walmart, etc) may not be practical Carrying 5+ bags of groceries on a bus? Has a traffic consultant been hired?
Generally, yes	No	

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
		<p>With the use of new tunnels, new overpasses and new/better designed on/off ramps much of the congestion can be muted.</p> <p>Although buses are mentioned throughout the statements, are we missing something? Why about a monorail/people mover, elevated transportation.</p> <p>Also, we need to differentiate between seasons. What works in summer may not work well when there is snow on the ground.</p> <p>I'm 73 years old and although I love to ride my bike, I won't ride if the weather is bad or it is snowing. Ditto for walking.</p>
Yes	No	No
i guess, the traffic traveling into Park City is resort related in the winter and because the resorts are developing current parking areas for their own benefit, the burden of dealing with parking /transportation falls on the County and residents.	as a resident that lives between KJ and PC, will I have to drive to KJ to park so I can take public transportation into PC?	light rail
Widening 224 to accommodate single occupancy cars is not a solution as well as buses using the shoulder. Those of us who already use alternative transportation rely on the shoulders of 224. The bike paths are busy and don't allow for adequate speed on bicycles. Also keen attention to the on-ramp at kimball junction should be a priority.		Keep traffic out of kimball. It's already busy and scary to hike, run, or cycle through.
Somewhat. I live in 84060 so KJ is a limited destination, and I usually plan my stops in KJ when I am en route to/from SLC	Paid or reduced parking - give residents a break please. If I am enroute to 84060 from SLC I don't see why I should pay to park for being a responsible citizen consolidating trips and errands.	
Somewhat, what about a tunnel to get to 80?		
		NO MENTION OF WILDLIFE OVERPASS WAS MENTIONED FOR SR224. WITHOUT WILDLIFE FENCING, WILDLIFE OVERPASS AND PERMANENT REDUCTION OF SPEED THEN THE ONSLAUGHT OF WILDLIFE COLLISIONS WILL CONTINUE AND SR224 WILL CONTINUE TO BE A SAFETY HAZZARD FOR ALL WHO TRAVEL ON IT. SHAME ON UDOT FOR NOT PROMOTING PUBLIC SAFETY.
I think so, although repetitive nature of the questions make me wonder. I am hoping that the shopping will become easier to access by car, bus, bike and by foot. The current combined road to the ski areas and the shopping areas make life difficult, with a lot of traffic clogs.	The charges for parking and driving worry me. As does the reduction of available parking. Having fewer spaces does not make more people take public transportation. It will only make people go somewhere else to shop. If you added parking with a garage, people would probably be willing to pay a reasonable amount for that. Especially in the winter. Perhaps year round residents could obtain a parking pass to keep us shopping at Kimball Junction.	
somewhat	Pay for parking in Kimball Junction is not equitable to the residents that patron the commercial operations.	Sound barriers should be installed from Summit Park to Kimball Junction to reduce noise pollution from the highway. T-shaped sound barriers have been shown to be most effective in controlling noise pollution in the immediate area, but also downstream. Please consider this option.

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
yes. There needs to be enforcement of no idling!!! Tourists park in red zone and idle car "it is cold outside (even though they were just skiing all day and being macho on slopes). Old towners don't want county to drive in to Old Town and we don't want them clogging up 224 to drive out to the county. How about a "flyover" so cars heading north on 224 can drive on overpass and skip the 2 signals at kimball junction to get onto hwy 80 (express elevated lanes).	I do not feel safe walking around Kimball, therefore I drive to do my errands. I have to go out of my way to use tunnel when I bike to Oly Park trails and bike through parking lots because roads & roundabouts are dangerous, congested and drivers are distracted trying to maneuver thru them. There needs to be enforcement of skier and event parking in Kimball library parking--can't use parking when I go to library during events and powder days.	I live 2.5 miles from Smiths and want/need to be able to drive there to buy groceries. As a resident, I shouldn't have to pay for parking to buy groceries. Snowplowing needs to keep handicap parking spots open!!! Plowers use these spots to pile snow. In the library lot, electric cars then park in the remaining handicap spots so they can plug in leaving no parking for handicapped people. Last winter was very frustrating and hazardous to my husband who was on a knee scooter and a cast for 10 weeks. Electric car drivers whined "I have to plug in" and wouldn't let him park in handicap spot. Much larger park and ride lot is required at transit center. We drive more to transit center to take white bus since they stopped brown line from going in all the way to old town. When Brown line used to go all the way to old town, we always took the bus from our house in highland estates. Now, we drive to kimball transit to take white bus since it adds at least 20 minutes to wait for white but and that is tiring/cold after having a late night at the Egyptian. Maybe have transit center have its own exit off 224 to separate congestion from Walmart, etc. The PRI open space was purchased for open space use and should not be paved over for parking.
We need to reduce car traffic, move to parking and mass transit. Remove stop lights and reduce intersections. Eliminate left hand turns, create roundabouts at limited intersections. Positive jersey wall and no uturns all the way Park City. Turning only in roundabouts. Reduce speed to 45 MPH,	Agree with general direction of survey. But we have to create a way to commute into PC without driving personal cars. Our air pollution continues to worsen as does traffic. We also must eliminate stop signals, traffic idles while stopped. In the winter traffic backs from 80 to PC City limits.	Roundabouts, eliminate left turn lanes, use roundabout to calm traffic and provide easy parking at 80/40 intersections. Rapid bus service. Our service now works well, but the stop lights cause havoc on all routes.
Pretty much	Do not require paid parking In Kimball Junction. I can't afford it and walking/biking/bussing to work is not an alternative for me at this point. A toll to use hwy 224 during peak hours would be ok.	
Yes, I would like to walk/ride my bike in a safe manner to all of Kimball junction.		
yes	no	
WHY WERE WE NOT ADVISED SOONER, THIS COMES AS A SURPRISE	YES WHO IS THE POLITICIAN BEHIND UBER/LYFT	WHO IS THE DISADVANTAGED POPULATION? WHAT CONCESSIONS FOR HYBRID OWNERS? WHAT IS PARK CITY'S INPUT?
I believe that these improvements would be welcome to residents in Park City/Kimball Junction proper. I recently retired; however, when I worked in KJ, at MACU, it was difficult to wait in traffic and get to work on time unless I left extra early from Samak. I would consider using public transportation when in KJ to get around, but where would a non-resident park? Also, due to the recent Pandemic, this may not be a feasible, healthy option. More electric buses would be great. A shuttle for the elderly would be helpful in the shopping areas, too.	Residents in this area are very active, so allowing them to avoid vehicle use, would be beneficial for sure.	The biggest problem I have encountered not only in Kimball Junction, but all of Utah, are the left turning lights! They should ALWAYS have a green arrow! The blinking yellow turn signal is a disaster waiting to happen! This is the only state that has this! The roadways, especially in KJ, are just too busy for this free-for-all. Heber, also has this issue with tractor trailers barreling down on you! Sometimes it takes 6 lights to turn left! That is why there are backups! The every other green signal also causes backups! It is not a welcome practice! I would think a study on left-turn accidents would probably confirm this doesn't work.
	no tolls or fees to use 224. Rich people will just pay and that does not solve things.	
Yes	No	No
Some. Still want availability to drive. Especially with current pandemic of social distancing. Not sure how bus transport will work with this issue.	not entirely. As a worker and resident concerned about cost increase.	My main concern is the amount of traffic in the Kimball Jct area. I'm right at the Jct in Spring Creek Subdivision and traffic on the frontage road is too busy and too fast!
Yes	No	Consider people traveling with pets. Because dogs aren't allowed on buses, I don't use the bus as much as I normally would.
		Regarding Theme 1: Accessibility, Connectivity and Land Use there must be measures for increasing wildlife safety.
	I believe residents should have a reduced charge for parking and not always put the tourists first	
for the most part, I seriously avoid ever going there as I live in town and that junction is a nightmare. It used to be that I could go there to work out in the morning, now it takes 30minutes to get back in town in the winter. Thanks god for the COVID break	no	increase heads and beds, they don't drive around, decrease day skiers and visitors

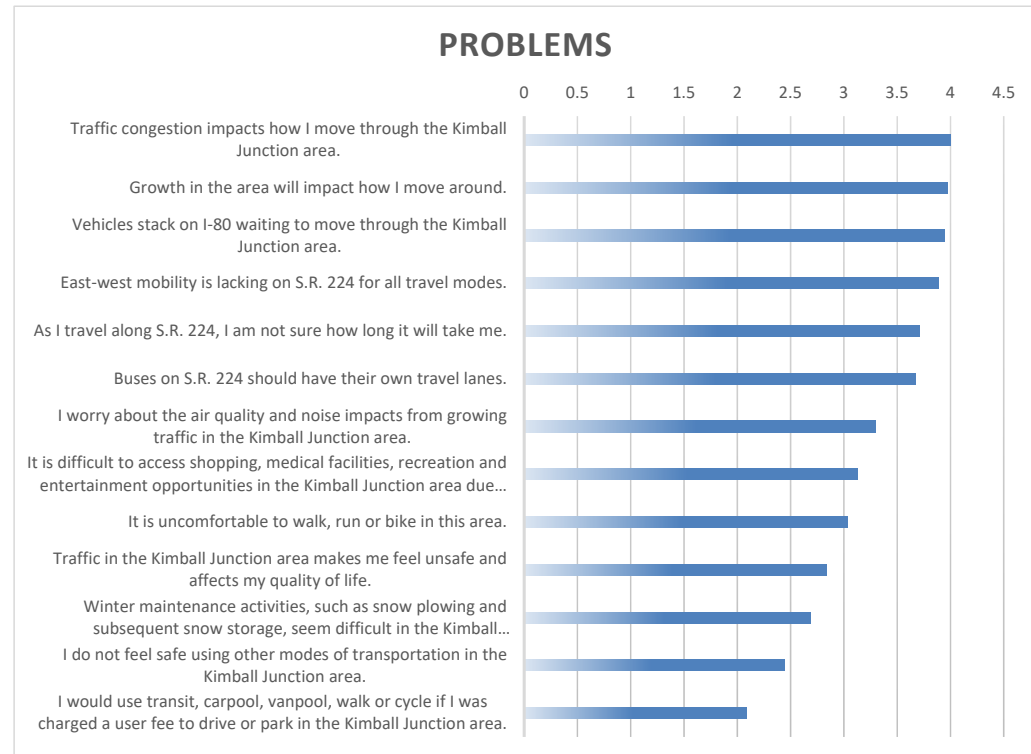
Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
No. Far too much development at KJ. All major developers projects should have significant impact fees to advance their agenda to make money		Far far too many large mixed used projects around kimball, silver summit/promontory, mayflower, jordanelle/hwy248, canyons village and pcmr. The amount of daily traffic up and down I80 to and from SLC has tripled in last few years and will be bumper to bumper as soon as these projects are built occupied and commissioned. Totally missing the boat for many parkites that live in pc and work in slc. If the south I15 corridor doesn't give you pause for thought then we're all in for troubled paradise. Many of the same developers are licking their chops and lining their pockets at the expense of this little gem called Park City
I feel they do. Having the junction feel less congested will invite more people into the area to utilize the businesses and trails.	No	It seems like you covered the main points. Improved transportation into town (BRT), pedestrian access across 224 and providing the "less congested feel".
I would love improved bus and walk/bike access to Jeremy Ranch, where I live. Talking about improving access through the Kimball Junction area doesn't make much sense if I have to drive my car to Kimball Junction to access transportation. If services aren't improved to Jeremy Ranch, I'm unlikely to use any public transit service options. One unreliable bus that comes every 30-40 minutes isn't good enough. Also, I recreate with my dogs at the Run-a-muck trail. Will dogs be allowed on public transit?	Charging for parking for residents is a bad idea. What is the difference from my using my own car if I need to use an Uber to get into the Junction except that it costs more, limits access and equity? That I don't have to park? I'd rather drive to Salt Lake. Until you improve access to Jeremy Ranch, driving is really the only option.	Are dogs allowed on public transportation? How do you plan to implement this and still keep residents frequenting the area instead of driving to Salt Lake for shopping? What about equity questions for people who need access to a car, don't have \$ to pay for Uber etc?
Honestly everything was so abstract, and the fact that the questions were identical for most of the "goals," means I barely know what you were trying to convey.	We DONT need paid parking in Kimball Junction. Please do not make this an unliveable community. You are punishing the residents at that point. I take the bus, I bike, I walk. Driving yourself into PC proper is its own punishment. If I can't park in Kimball Junction I'll probably move somewhere else entirely and be done with the bull.	
	I don't think transportation network companies should be subsidized in any way. There are already too many of them driving around in circles with no passengers.	
Reduce congestion while residents of kimball junction can move by car freely. It takes me 45 minutes to commute home from work in SLC, then sometimes another 20 to get from the exit of 80 through Redstone to my home. Frustrating and ridiculous. Conversely, Friends will not come to my home between 4 and 6 o'clock in the evening from town because 224 is so backed up. Please make a right turn only lane going into Redstone.		Northbound right turn only lanes into Redstone coming from Park city. Better timing on southbound left turn only lights going into Redstone during rush hour periods. These are simple fixes that don't require a master plan. Please implement sooner rather than later.
		There needs to be another big supermarket and goods and services in the promontory/jordanelle/silver summit area near Home Depot. This would greatly reduce the amount of traffic from surrounding area residents running errands!

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
My vision (and concerns) are focused on mobility, connectivity, and the environment.	I'd need to think about it more than a few minutes, but I'd like to see each theme be more clear and distinct from the others.	<p>I found the survey hard to complete. It was difficult to relate each theme with the set of items overlapping across themes.</p> <p>And, I wish the items were ranked instead of rated--for example, my priorities are mainly to get through and within the Kimball Jct area safely and without huge backups, at all times of year. Withint Kimball Jct and Redstone it took me a while to figure out the layout and learn how best to get from A to B--it feels complicated and unsafe.</p> <p>Regarding one set of items, we already have tunnels and a pedestrian overpass for crossing 224 and 80 safely; I appreciate those and did not rate new ones as a current priority. Regarding appearance/design, new projects should be done within the character of the community, and that it should improve user experience and be cost effective, but those items are not what comes to mind when I think of Kimball Jct.</p> <p>Regarding BRT: I would much prefer some sort of rail approach instead, but either way we need a dedicated path for public transit that doesn't end up stuck in traffic at any time of year--efficient, and a visibly better alternative than sitting in traffic (= more motivation to use transit).</p> <p>Thanks--</p>
		<p>Yes. How about the amount of dead wildlife that impose a daft issues? Why their lives don't matter to Summit County and UDOT?</p> <p>We talk about expansion and more roads but technically is "drive at your own risk".</p> <p>Park City is loosing the small town feeling. Stop building all together.</p>
		The survey was so confusing that I stopped and did not finish it. I want the intersection to be more fluid and I don't want paid parking. I will not ride a bus.
	I find the survey questions slanted and difficult to answer.	It would be wonderful to improve transportation, however, I am more concerned with parking requirements. More buses are not going to solve that problem. Nor will charging for parking. That just puts more hardship on people on a tight budget. Summit County needs to require all developers to provide a much higher parking ratio. Having additional methods of transportation is great but we still need more parking.
Solve the congestion issues of traffic getting to/from 80 to 224 that does not want/need to stop at Kimball. They are going to SLC from PC or reverse. Flyover exit and entrance ramps	Agree that safety for cyclists and pedestrians needs to be addressed.	Above mentioned issue of traffic getting from 80 to 224 without stopping in Kimball
		this survey is way too long. more public transportation, a hub at KJ and more walking / biking trails are what is needed. Plus a bypass for people just passing thru KJ (Not stopping for gas, mail food or DABC
Some do. Some don't. You seem determined to increase capacity of the Kimball Junction area. I want to see traffic reduced by prioritizing access for the local population and either penalizing or diverting through traffic from Hwy 224 to and from I80. Through traffic from Hwy 224 to I80 should bypass Kimball Junction via a new I80 node. I support parking fees, tolls, etc. that apply to traffic related to tourism, commuting, contractor services and non-local traffic coming to shop in Kimball Junction, etc. However, locals living in the Snyderville area should not be charged for accessing local services. Their access should be prioritized.	Yes. The idea locals in the Snyderville neighborhoods are going to take the bus to Smiths and carry home four bags of groceries, or take 60 minutes to run a 15 minute errand using public transit is flawed. The idea of a public transit center in Kimball Junction requiring automobile transit through the Junction to access the transit center is also flawed. This solution possibly provides benefit to Park City and the resort areas. It does not serve the Kimball Junction area.	I believe your survey is manipulative. Tries to direct feedback in support of pre-determined and limited solution alternatives. I felt like the survey was putting words in my mouth.

Do UDOT and Summit County's themes and goals match your vision for the Kimball Junction Area?	Do you strongly disagree with any of the themes and goals that we've identified?	Is there anything we missed in the above statements?
	Please remember that KJ is our TOWN. We have put up with the construction and dirt and mess for years. Please don't engineer out easy access to groceries, mail, gas, wine, etc. In your desire to improve walkability. While I love the idea and ride my bike regularly, my age and our climate precludes using this as my primary means of transportation.	

Problems

Traffic congestion impacts how I move through the Kimball Junction area.	4
Growth in the area will impact how I move around.	3.97
Vehicles stack on I-80 waiting to move through the Kimball Junction area.	3.94
East-west mobility is lacking on S.R. 224 for all travel modes.	3.89
As I travel along S.R. 224, I am not sure how long it will take me.	3.71
Buses on S.R. 224 should have their own travel lanes.	3.67
I worry about the air quality and noise impacts from growing traffic in the Kimball Junction area.	3.3
It is difficult to access shopping, medical facilities, recreation and entertainment opportunities in the Kimball Junction area due to traffic constraints.	3.13
It is uncomfortable to walk, run or bike in this area.	3.03
Traffic in the Kimball Junction area makes me feel unsafe and affects my quality of life.	2.84
Winter maintenance activities, such as snow plowing and subsequent snow storage, seem difficult in the Kimball Junction area.	2.69
I do not feel safe using other modes of transportation in the Kimball Junction area.	2.44
I would use transit, carpool, vanpool, walk or cycle if I was charged a user fee to drive or park in the Kimball Junction area.	2.09



Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
	YES. I'm not giving up my car. We have winter for 6 months of the year.	You're preparing for the old era. The new era is remote learning and working. Your family and friends are going to have to take their \$ signs out of their eyes. You're growth estimates are no longer valid.
ITS CALLED RUSH HOUR TRAFFIC!!! Deal with it.	Most every one of them	STOP WASTING TAX PAYERS MONEY
The traffic problems are mainly in winter and a bit in the summer. It is NOT Summit County residents. We have to do our errands and shopping like anyone else, but why should we be penalized for the influx of tourists and visitors during the peak seasons? I'm a little tired of the locals getting second class treatment. Charge the visitors who are driving up here on a daily basis. Make them all park in the ridiculous lot near Ecker and take buses from there.	Yes, there are problems, but not as big as you think. It is not difficult to get to the doctor, grocery shopping, errands, etc - the traffic is getting onto and off of 80 by people who do not live here! They don't go to dr. appts. up here. They don't get their haircut up here. You have two separate users of 224 through Kimball Junction. The majority don't even go into the shops. Those are the people you need to target.	We need some giant park and rides in Salt Lake City. You need to control the daily influx of non residents, not restrict the residents.
There is insufficient parking at the transit center. Driving to Ecker Hill is farther than driving to PCMR for my family.	We live in a tourist town. Do not penalize the locals with tolls or paid parking.	If you stop building new homes and businesses in and around Kimball , it would help!!!! You can't have it both ways! The new high density project at the Tech Center area will be a disaster for traffic at KJ.
Keep electric bikes off all pedestrian paths. They should only be allowed on the road with cars.		
All your solutions seem to require taking more money out of my pocket. First you MAKE the problem (with my tax dollars). And now you want to charge a toll to drive on what my tax dollars built. Or you want me to waste time on a bus with a schedule as accurate as an Italian train station.	I disagree with most of what you appear to be proposing. Just build a flyover or a tunnel.	Thanks for trying to do something. Try again. What you've got is a waste of time and energy. NOTHING suggests you care what happens to people like me, who have lived here for 30+ years.
YES. The problem is TOO MANY PEOPLE arriving from down in the Valley. We need to make it MORE DIFFICULT and MORE EXPENSIVE for people who live down in the valley to visit Park City.	YES. The problem is TOO MANY PEOPLE arriving from down in the Valley. We need to make it MORE DIFFICULT and MORE EXPENSIVE for people who live down in the valley to visit Park City.	The principle objective should be to REDUCE CAPACITY. We want fewer people from down in the valley coming through Kimball Junction headed to Park City, and those who do MUST be forced to park their damn cars & take public transit.
Should not include paid parking and road toll in the same question. They are totally different and your responses will be different when you split them.		
	Yes	Leave well enough alone

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
I already carpool. The issue is all the cars coming up from Salt Lake when the cottonwoods are closed. That's when cars stack on I80. I think all those people coming up from Salt Lake need to be carpooling before they come up to KJ.		I do have reservations about taking the bus, considering the traffic accidents that happened in the last year.
	The back up in kimball.	We need a right turn lane only into kimball junction shopping area coming from town
	Stop building to reduce noise and air quality!	Stop building to reduce noise and air quality!
parking		
Clean mass transit, dedicated bus lanes and reduced emissions.	N/a	N/a
This problem is worse during ski season. There is also a lot of construction traffic that can not utilize public transport. As a resident Of Jeremy Ranch and mother of little children, public transport is not an easy or convenient option.		The new park and ride is not easy to access from the freeway so there is no incentive to utilize it. The buses get stuck in the same traffic as the cars, so there is no incentive to take a bus.
No	No	
Consider an aerial tramway or train solution	Consider an aerial tramway or train solution. I don't think bus usage will increase substantially.	Consider an aerial tramway or train solution.
No	Yes: "I would use transit, carpool, vanpool, walk or cycle if I was charged a user fee to drive or park in the Kimball Junction area" The reality is I and thousands of others simply wouldn't use the Kimball Junction area if you did this. I use the bus system regularly, but this would be a big hassle for me personally living in Pinebrook because there are many times I need to take my car. For most people who use the area it's easy to go somewhere else so you'll just have a MASSIVE negative economic impact. I know many Parkites would be delighted by that, but it's incredibly misguided. You have to find a way to move people through the area without penalising residents and workers who have little to no choice, and without killing the local economy.	RAIL, RAIL, RAIL! Connect to the existing rail system in SLC. Give visitors a viable option to get from the airport to PC without a car at all (and residents like me a viable option to commute to work in SLC without my car)!
WHAT IS "OTHER MODES"?	YES YES YES, EX: 248 COMING INTO PARK CITY, IT IS A 20 MINUTE DISASTER UNFIXED	DO NOT ENFORCE EMINENT DOMAIN ON THE PRIVATE PROPERTY SURROUNDING THE AREA

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
Kimball is focused on cars, and as such, the pedestrians need to be kept from the round-a-bouts and when crossing 224 they should be underground.		
There needs to be a way to get on I-80 without being stuck in any KJ retail traffic. Like make right turns only into redstone or walmart with tunnels allowing access to the other side not stopping 224.	no	need to make right turns only into retail areas (with tunnels from one side to the other) so traffic doesn't back up to I-80. Make it easier to get in and out, avoid accidents due to vehicles turning left across 224. Michigan uses turns called a "Michigan left" that work well for this on roads like Woodward Avenue in the Detroit suburbs. It works well once people are used to it.
Separating residents from work vehicles. Taxing work vehicles might make crews might make teams consider how they use trucks, carpool, minimize trips etc.	Yes. I think the mass transit will not help solve this issue because work trucks will not use transit. This will then put 100% of the burden to use kimball on residents. There are multiple paths and tunnels in Kimball to walk, ride, and run. Lighting at the roundabouts should be considered. I have seen so many near pedestrian accidents when the town has seasonal workers that walk in the area at night.	
		It would be great if there was a fly-over or some sort of on ramp going both ways from SR 224 to I-80. If these cars didn't have to stop at the intersection of SR 224 and Ute Blvd, traffic would be better.
Really? Charge a fee? What's wrong with you guys?	Again, charging fees? Discouraging for sure!	Quit building in the area! Your "low" income housing is a joke And it stacks more people on top of each other, and most people would drive their own cars, causing more traffic problems!
The parking lots in Kimball Junction are too crowded with the snow dumped there and unsafe cuz you can't see. The snow should be dumped elsewhere. You should melt it into reservoirs.		
Your plan seems centered on forcing us to use the bus as the only option. I may just have to move from Park City if you continue with this single view.		


Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
My only traffic issue is the congestion on Kearns from 40 in the mornings. I work for the school district and the traffic backs up by 7am during the school year.		
Expanding service to housing communities that travel to Kimball Junction for shopping/services.	I think Kimball Junction feels pretty safe. I would rather see improved walking/biking & public transportation access between Jeremy Ranch and other areas before Kimball needs upgrading.	Will dogs be permitted on public transport?
No... What exists isn't bad. It could be better. Bus lanes work. Add more busses with less stops and decent place to park/wait and golden. People who will park offsite have a right to expect fast transit to ski areas and Main Street with very few stops	No	Time to do something
biking lanes in Kimball? Ilghts so pedestrians and bikers dont get hit.		
	Dedicated bus lanes will constrain traffic even more	Expanding the transit hub in KJ May reduce traffic on 224 to PC, but it doesn't fix the problem at the 224/I80 intersection. The attempt to move it to the middle school was a failure....it just created a tax payer paid free parking lot for Woodward
Light sequence and duration causes the issue in kimball. Backup onto 80, Walmart roundabout and traffic from pc to 80.		
Buses are already allowed to use the shoulder (their own lane). If parking fees were charged I would choose other locations to shop and dine.		Charging for parking keeps me away from main street activities. Kimball Jct is more for the locals and if you make suggested parking fee changes you are creating a need for me to go elsewhere.
		Kimball Junction is obviously greatly hindered by vehicles not doing any business in the Kimball area. Rather they are passing through to get to Park City Proper. Can they bypass Kimball somehow, I know that would be bold but at some point many places understand you can just force more through the same small orifice. You also can't expect everyone to embrace buses especially if there are no express buses.

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
	If I was charged to park in Kimball, I would change my buying habits and go elsewhere. I already combine trips generally with activities such as trail running with my dogs, or dropping off loads at the recycling center in town. If I have to separate trips to use mass transit I will shop elsewhere.	You are already working this, but the largest issue is the clash of a major shopping hub with a major driving thoroughfare into Park City. Your working on solutions to solve this are commendable. Thank you for the opportunity to comment.
		Try and get rid of the lights at the 224/i-80 interchange. Cloverleaf?
	Disagree with 224 becoming a toll road	
I feel the issue is travelers to ski resorts in winter. I do not see as much of a problem outside of ski season.	Paying to park to go to grocery stores in kimballt	Consider moving lanes (eg, 3 lanes towards park city during rush times to ski resorts and vice versatility for afternoon).
Traffic light syncing needs improvement		Bypass lanes. Tolls are a horrible idea, the money never gets spent as originally intended, and will just increase traffic needing to stop to pay tolls.
wrong way access to I-80 in both directions	no	I think wrong way deaths could be eliminated by installing "back-up preventers" on the off ramps in both directions
Problems, as I see them are that you have 3 specific destinations between Newpark, the outlets and Park City. If this traffic can separated ealier in the process through dedicated off-ramps, the problem will be significantly mitigated. Stop looking to 224, when the problem is on I-80.	Not really, I just feel like you're addressing symptoms rather than root causes.	There is too much draw for a single off-ramp from I-80. You need to consider an Exit 145A & B. A would go to 224, B would go to New Park. I could even get on board with direct outlets access under an A, B & C format, but that may be going too far.
	Do NOT want paid parking or user fees.	Would like to be able to get a bus from retail on east side of Kimball directly to Park City without having to walk to or transfer at Transit Centre on west side and without having to transfer at Canyons.
Growth is not just a function of Kimball junction, the entire area		Tunnel from Canyons to Wasatch front
		More walkable path across maze of parking lots
Do not charge me because I'm driving a car	It's not feasible for me to ride a bus from silver creek to go grocery shopping. Not happening	
		Have police check the bus lane during high traffic times(pm, getting out of town). A LOT of cars just ignore the bus lane sign and use that lane as a 3rd(personal) one. Mostly before the right turn into Smiths, Redstone area.

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
Traffic congestion in Kimball makes me stay away as much as possible. If you charge me to drive on the road or park my car to do our weekly house shopping, I will quit Kimball Junction entirely and spend our tax dollars in another County.		Don't monetarily punish me for needing to put my groceries in my car so I can get home without the frozen foods melting. It is 25 minutes to Oakley. The large portion of the traffic problem seems to be travel to and from Park City Inc. Creating convenient and quick transportation alternatives for that corridor would be a game changer.
Access into Park City on Kearns needs to be improved. Park City High School should be relocated to new greenfield property outside the city's core.		
What we are looking at is todays issues with an eye on tomorrow. There will obviously be more and more traffic as additional areas are developed. Have to find alternatives to driving into PC, thus buses, but will need lots of buses to make it attractive for someone to park, get out, get on, get off a bus close to their identified area.	Agree with most, however i am an Old Ranch Road dweller and do not run into the issues like other who may not be able to "avoid" heavy traffic periods in the morning and afternoon	
	Mo	
Make lite rail from airport to kimball junction.	Make lite rail from airport to kimball junction.	Make lite rail from airport to kimball junction.
The proposal to keep a technology center at Kimball Junction needs to remain. I prefer open space to high density living		The way it is now for businesses and Summit County residents is better than you propose. As a Summit County resident travel through Kimball is difficult for 3-4 months out of the year. Most of us residents use back roads for a quicker route to the resorts during ski season. If Vail Resorts offered the same shuttle service in the Ecker Hill Park & Ride as it does from Park City High School Summit Park, Pinebrook, Jeremy Ranch and Salt Lake residents would actually utilize that parking lot and make way for significantly less cars on 224 from Thanksgiving-Easter
No	No	No
	Do not charge for parking in Kimball Junction. I have to drive to work and can't afford to pay for parking.	I would like to see better and faster neighborhood public transportation opportunities that focus on employees of the area and not just business customers.

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
I would love to see traffic during events addressed. Most of the time, traffic flows reasonably well, but there was gridlock last summer for several days during one of the sport events that was held partially at Ecker Hill.		
More bus transit options to/from PC and SLC would be nice	No	
More bus transit options to/from PC and SLC would be nice	No	
	It is sad to consider a user fee to drive on 224. Penalizing the people who live and work in Park City and who are the biggest part of the hospitality industry, bringing in all those extra tax dollars that Summit County makes from tourists. Don't take additional money from hard working locals just because they need to get to work with their own personal vehicle.	Very disappointed by a majority of the ideas brought forth.
	I refuse to pay to park in Redstone or Kimball to shop, buy groceries or seek medical care. I will switch to other medical facilities and grocery shop in Heber. I am a senior and cannot hop on off your buses. I do not bike. Driving alone to slc is not an option in winter so Uber-lyft will be my transportation. You fail to notice not every resident hikes and bikes. Your traffic is mostly at rush hours. Suggest YOU tour nyc, Miami, LA, San Francisco, Seattle and see what REAL traffic is. YOU failed to address the root of the transportation and environmental issues which is too much population growth too soon with no end in sight. Implement a building moratorium. The lovely peaceful country town I first fell in love with 28 years ago is gone forever.	No more apts. or condos are needed in the Kimball and Redstone areas. Besides ruining the views and disrupting the wildlife, the residents add to traffic. Kearns Blvd. is also a traffic concern due to speeding dump trucks and rush hours and the added Jordanelle new residents. Thousands are coming. With only 2 ways in out of Park City issues will grow. I no longer ski but perhaps winter traffic would be lessened by connecting our ski mountains with other mountains on the other side via gondolas and multiple low cost resort shuttles from a park/ride. Please immediately add clear pavement lane markings and stop signs in the walmart and whole foods areas.
Generally speaking there are pretty good active transportation connections in the area (minus the intersections and interchange), however, FINDING those facilities can prove challenging. Better wayfinding would be a benefit to this area, especially now with the transit hub.		

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
Handing all public transportation over to UTA.	It is Park City, let's face it, only 1/4 of the population will use public transportation.	Again, get Summit County of public transportation by handing it over to UTA.
no	yes. traffic is a nightmare mainly in the winter during Sundance and other busy times .	no
	Charging to park in Kimball is absolutely ridiculous. Smith's is the closet grocery storw to me but if I have to pay a fee to use it I might as well drive further into town to use The Market which would be less environmentally friendly and add to congestion for the other end of town.	
School/emergency vehicle access and safety	no	We have to prioritize our local citizens while accommodating the tourists- make sure we have safety for the schools and health care.
		Actually, just a comment on your survey: some of your questions contain an "and" which makes the answers unreliable. E.G.- traffic in Kimball may not make me feel unsafe, but it does affect my quality of life.
No	No	Do not charge for driving/parking in the KJ area!! The lots aren't full and you would just infuriate many people!
no	no	no
		I am concerned about locals who rely on Kimball junction for shopping and other services required to pay a fee for driving in the area. The ski resorts and tourists/visitors should bear most of the costs to traffic upgrades in the area
No	No	Some kind of bypass or flyover would be very helpful in relieving northbound traffic for entering east/westbound I-80.
		There must be measures along I80 and 224 at Kimball Junction to increase wildlife safety.
Have you fully considered how global warming will affect the salt lake valley and make Summit County an even more desirous place to live? As the salt lake valley continues to heat up, if only 1% of the population thought to escape the heat by moving to Summit County, the impact would be huge.		I currently ride the bus into PC and down to the U. I don't need additional fees on driving to get me to use the bus.

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
Unsafe drivers		I really like the big roundabouts at Jeremy ranch and think they would work well in Kimball Junction.
East-west mobility is lacking on S.R. 224 for all travel modes224 goes North and South	If paid parking is initiated in Kimbal Jct, I'll shop in Heber.	If building was limited below the Olympic Park that would help. I'm not sure a chairlift up to the park is going to do anything.
No major ones	Crossing 224 and getting on/off is a big problem many days	Congestion varies based upon day of week and time of day, it's variable
Besides ski traffic, something weird happens from 3-5 with people exiting 80 traveling south on 224 and trying to turn left at the first intersection into the Redstone plaza. I don't know where that traffic is going but it's the only issue I see regularly that I consider fixable.		Bus lanes are the NUMBER ONE thing that would get me to use public trans on the regular. Followed very closely by a much-expanded PnR for the transit center. That said I live west of KJ and use Ecker primarily.
Yes. Signage that highlights easy, safe transportation is inadequate in KJ. I'm very upset there isn't any signage at surface level directing people to the tunnel at the intersection of Olympic Pkwy and 224 so they can travel east-west safely w/o impacting cars traveling along 224. Tunnel is very underutilized. Circulators need more highly visible signs that they are a free shuttle service. Signs need to tell people where safe stops can be made along the route. Circulators are currently underutilized. Visitors need extra notice of the transportation options in KJ.	No.	Very important that SLC-PC buses be able to travel on Kilby Road to stop at the Ecker Hill Park and Ride (EHPR) lot. There is a huge amt of parking there that residents of Summit County could use in order to board Connect buses to and from SLC. Currently there is no Connect bus stopping at EHPR; I have heard that Kilby Road has turned out to be too tight a stretch for large buses to negotiate safely. I know PC Transit buses stop there to take visitors to PC ski resorts. Why are we not setting up EHPR so residents of PC and Summit County East of PC can commute easily and safely to the Valley w/o using their cars. I would be happy to participate in a citizens' advisory group. -BEVERLY HARRISON
No	No	No
Address skier traffic and major event traffic like Sundance and Olympic Park events. Increase parking at the Richins transportation hub if you want people to shuttle during Sundance. I tried to take the shuttle to an OP event and waited for an hour!	Paid parking in KJ is not acceptable for locals who need to run errands. I have to drive my car to get to KJ. It's unreasonable to think that I will take a bus to get from the dry cleaners on one side of 224 to Whole Foods on the other side.	Hate to say it, but the resorts may need to charge for parking to cut down on 224 traffic, particularly on weekends. Get the commuters to park somewhere before they get to KJ. Keep cars from blocking the box at lights. Having a sub transit hub with parking and a main transit hub w/o much parking doesn't make any sense.
No		Maybe another park in that area
no	no	no

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
Nope. Nailed it! Hence my suggestion that the whole mess just needs to be sawed off and bypassed by a new segment of 224.	No.	Yes. You will NEVER solve this problem without a new alignment of 224, a new interchange with I-80 and an "orphaning" of the existing 224 business corridor at the Junction.
Yes. We need to differentiate between those just passing through (on the way to the airport, etc.) and those whose destination is the Kimball Junction area. The daily skier traffic is also an issue both to/from the resort centers.	No	
Left turn signals should always be green, not a blinking yellow! Blinking yellow left turn signals just encourages taking a risk and causes accidents! This seems to be a Utah practice! Wish it would change! This causes poor feelings and aggravation, in my opinion! Who wants to start their day with this stress?	I don't believe charging people to park is a good idea! Who would want to come shop in KJ?	I think this current Pandemic is going to significantly affect public transportation for awhile. Perhaps work on the roadways at this time and the traffic signals, to lighten the load! Also, maybe open ski resorts later, so people who work in this area get to work, even if it means gates closed until later to send the message to the skiers, that they will not get into the resort parking areas until a later time.
		Charging working commuters to get to their jobs is a horrible idea.
quit approving more development and more events that bring more traffic		Same as above, we need to limit events and development. And county responders need to change their policy and get cars off the road in a crash, rather than close the road.
		Zipper lane would be a solution, would help with the flow of traffic.
Do not want to pay for parking. I live in Pinebrook, and to get to my job at Montage during the winter, I have to take three buses and get up at an ungodly hour. The solutions you propose for Kimball Junction do not solve my problems and paying for parking would add insult to injury.		
Why is climate change not part of this analysis?	No	Good process, thanks.
no	no	no

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
There is a lot of higher-speed bicycle transit through Kimball Junction which does not mix well with pedestrians and needs to have dedicated lanes protected from auto traffic.		Driveway ingress and egress to 224 around Ute Blvd. (Chevron, Mattress store, car wash) is poorly thought out, creates dangerous traffic and should be modified by Summit County.
		Thank you for focusing on walkability/moveability through the area. When I am a driver I get annoyed when the Main light (224/Ute Blvd) changes for those walking or biking across the road, but when I am walking in the space it also makes me think if there was an underground (like at the redstone light) or an over pass it would help keep traffic moving and keep pedestrians safer. Thanks.
Seasonal travel. When I read these questions I had a hard time answering them since a lot of the issues are season (winter) or when an event is occurring in Park City, which can cause traffic issues.	I think you've done a good job capturing the problem. As a commuter who wants to support the Jct. I struggle to see how this won't have a negative impact on me when running base errands.	The traffic at both Jct intersection is pretty terrible. I appreciate the efforts going into this. As a "local" commuter who relies on this area for shopping and access to recreational activities, I worry that this change will make it more difficult to enjoy Park City. With that being said, this area needs to change and less congested.
No	No	Make bus transit stops closer for Bear Hollow and The Cove neighborhoods on the West side of 224. I would take the bus more often in the winter if I didn't have to walk so far on the snow packed Millennium trail to the bus stop by Bill Whites. There should be a bus stop at Cove Canyon Drive to make it more convenient for this neighborhood.
How to use public transportation with a pet.	No	Traveling with a pet and using public transportation.
Charge out of county people to park. Taxing locals isn't the answer	Buses should not have their own lane. What a waste. Carpool/bus lane makes more sense.	Force backcountry.com employees to bus in.
		The roundabouts in the Pinebrook and Jeremy were poorly planned for when the project would start, resulting in a mess during the entire winter driving season.
No	No	See comments from first section

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
		I will not pay for parking in my own community. It is not acceptable to have to pay to drive the streets in my own community to and from grocery stores, schools, medical services. I pay property taxes and I should NOT be asked to pay to drive on my roads in my town. Limit residential and commercial growth before charging local community member to pay to drive in our own town!
No. There are definitely more traffic issues at certain times of day.	I don't see any safety concerns with the public transit. I've lived large cities and just moved here from Denver and the public transportation in PC seems incredibly safe.	Maybe fees for people from outside The county coming here to recreate? I think the problem will just get worse when the parking lots at PC mountain close for development of new buildings.
There has to be a human factor to moving traffic. Get those police out of patrol cars to direct traffic. Or hire traffic cops to direct traffic.	Pretty much agree with problems.	Feel that there is a misconception about Uber and Lyft and multitude of vans in area. They add greatly to congestion so are helping to exasperate the problem not solve it.
Bus stop should be added at Redstone side on 224. In winter, redstone residents don't have a good way to walk to and from transit center which is steep hill do they drive. More access to bus within Redstone as it was before would help as well.	Charging for parking doesn't seem to do anything except upset people.	Promote public transportation through vendor incentives. Add better bus access within in Redstone. Don't drop the of a gondola system down 224 or light rail.
		Better park and ride at the junction/I-80 for workers and skiers. Then busses in own travel lane to resort or town.
		Bikes are not realistic mode of transportation in winter.
Need more of a regional solution. People from the wasatch front or Heber need an option to catch a bus before they head up 180, us40. The local park and ride lots are woefully inadequate for the development Vail has planned for the parking lots at both resort bases. Just building more lots still increases traffic though the county to/from the lots.	If you charge for access, I just won't go there anymore. Same thing happened with main street years ago. They push the locals out and the big city folk who are used to paying to park don't think twice about driving anyhow.	Please beef up the 4 roundabouts and put underpasses on 224 for landmark/ute and Olympic pkwy and peds/bike traffic. Offramps for R turns only. No more L turns (take out both lights). To effectively turn L you exit 224 to the R, go around a roundabout and underneath 224.
		Improve public transportation options for Summit Park.

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
Walkability is mentioned along 224 but is a huge deal near 224 within the commercial development. Especially between the KMART development area, Smith's, Newpark, and Redstone. They planned well WITHIN each, but not BETWEEN and I feel safer driving 300 yards which is ridiculous.		Access to UOP and Canyons especially during events may be overlooked. Innovative ideas could include a tram or lift from Kimball center to UOP would be fabulous, and a lift from there to Canyons as well. Little circulator trams...or a monorail into PC in between the 224 lanes while we're dreaming big.
How do you get the visitors to park in Ecker hill park and ride rather than drive on 224 in the winter time?	I agree with the majority of the statements.	Try to have the traffic lights in sync with the increased traffic on days when the other canyons are working on avalanche control-coming into town (7:30-10:00) and out of town around (3 to 4pm.)
In general the traffic routing--in and out of parking on both sides of 224--feels complicated and sometimes unsafe. It's not an easy place to drive, catch a bus, etc. I would not ride my bike to a business (due to bike thefts & other crime in the area) but the perimeter path works as a through route around the Redstone area.	I don't know if a user fee would help reduce congestion.	Part of the challenge is the Redstone design, with all of the entrance and exit points from various shopping/business parking lots, amid 90-degree turns, roundabouts, streets that can only be entered or exited from, etc. The main entrance/exit to the Walmart area is also sketchy re: traffic coming from the PC Outlets area.
		<p>The current situation where people walk from the bus station to stores around is dangerous. Many times you are not able to see people because the area does not have bright lights and they wear dark coats. There needs to be a pedestrian overpass or bridge where they can cross under the road.</p> <p>I know there is a large focus on buses, but many times you only see 0-1 riders per bus. Having a lot of buses without riders only compounds the problem as they take as much room as 3 cars.</p>
		Stop the growth in Kimball Jct. This will help alleviate traffic. Tourism greatly affects this area. When I need to go 4 miles away, I never know how long it will take me. I have to allow so much more time in high tourist season, it's ridiculous
The crosswalks in the roundabout near Walmart are dangerous particularly at night. Drivers are looking left to enter the circle and then as they proceed, you can have virtually right in front of you a person in the crosswalk.		

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
Noise/safety barrier for path and neighborhoods		The area is impossible to travel through. An eye sore. The 224 is over used and unsafe for cars and pedestrians. Please focus more on maintaining healthy air quality, quality of life and minimalist approach to expansion. Fix what is wrong and getting worse without adding to the problem.
		The center lane should be used for egress and ingress to Park City during rush hours.
I don't think so.	no	The area is not a neighborhood - people go there to spend money. No one wants to hang out at Kimball Junction - it's like an outdoor mall thats spread over twice as much land as it should. Locals avoid rush hour as much as possible. Creating a flyover from 224 to 80 would be great. There's only the one reasonably priced grocery store and taking mass transit for big grocery runs probably won't happen. Also, BRT will probably never be the preferred option for locals, just the least worst option as the road fails. THERE SHOULD BE EASY, FREQUENT AND CHEAP TRANSIT TO AND FROM DT SLC AND THE AIRPORT.
Tourists.	Locals should not be paying to ride transit or park.	I avoid Kimball at all costs right now. I hope to see the area become more attractive in the future.
there should be wildlife fencing like there is on I-80	I commute 3 days a week, I drive through Kimball at 7am (traffic is not a problem) and 6pm (entrance onto ramp and getting on to 224 can be dangerous). I have never had trouble driving due to snow at Kimball Junction - they do a fantastic job	as above
	Charging for parking or using would be terrible	
Yes, I would like to take the bus from here to the airport, and I think a lot of people would. Thank you.	Yes	Please find a way to bring skier traffic to the ski resorts directly from SLC without impacting my life in Pinebrook or anyone else's who lives here. Stop the traffic at the source. You are just bringing SLC's air pollution up here by having people drive.
It may be difficult to solve this problem without addressing the Park City access problem as well.		Having a bypass/express option might be nice to separate commuters from local traffic.

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
		As much as I appreciate the idea of getting people to use other modes of transportation at Kimball Junction, it is not feasible in most instances of why I use the area. I go for shopping most often, and need to have my car there to transport the bags of groceries and goods and bikes, etc. Car traffic needs to be made more efficient.
I feel like some of the questions don't address the problem of not even having an option to ride public transit or in some areas(ie. silver creek) I would love to have another option other than driving, but I don't.		
No	No	No
PEDESTRIANS and a sense of place. isn't this what its all about?	I don't see a problem with maintenance.	No more horizontal growth! Go up, not sprawl. condense, don't loose the trails and openspace, the only positive design element which exists.
Lack of parking at transit center. Left turn movement from southbound 224 onto Ute Blvd is often too short.		
		<p>1) I hope the project team will consider moving 224 for the length of the study area underground, to allow for an open space and a walk able, livable, car-free connection between the tech/transit center and Kimball Junction proper</p> <p>2) Please encourage the developers and owners of Kimball Junction to minimize the construction of new surface lots, and if possible, transition old surface lot to park/open space (I'm pro one big parking garage!).</p> <p>3) Any displacement that needs to occur should first displace larger businesses, then small businesses while avoiding displacement of residents *especially* low SES residents and communities of color</p>
No	No	No

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
I would not drive to a kimball junction park and ride. I live in Pinebrook and want the white line bus to run from ecker hill. I currently park in the library's parking lot when riding the bus		
	Kimball junction is a mess in the winter. Way too much traffic. You can spend 1 hour when it should take ten minutes.	
		Fix the 224 problem.
Noise pollution deters use of bike paths and harms residents (human, animal).	Adequate	Please address noise pollution from Summit Park to Kimball Junction. If you do not cover the whole area down stream emissions will effect the K.J. area.
Left turning Lanes, unsafe and cause backing to Park City.	After 30 years of living in Kimball Jct we are considering selling and moving due to these issues.	
	Charging residents to use parking facilities only will make us find other places to shop. There should be more parking, not less.	Have you ever tried to park at Smith's in the winter? A parking garage there would be wonderful. And safer. Taking the bus to go get groceries is not practical, so plans for parking are paramount. If somehow the traffic that is going to Kimball Junction to shop and traffic that is going to the ski areas could be separated, it seems that would keep the traffic flowing better.
Electric bikes have made trails more dangerous. Moving these riders through the Junction should be given consideration.	no	Moving traffic off of I-80 and around Kimball Junction should be a high priority
Transit to and from SLC to PC.	No.	I am so excited to see that we have started this projects. A Kimball Junction redesign along with BRT on 224 is an urgent nee. I understand that we cant rush this process, but I do believe that this project needs to be addressed and started as soon as possible.
- address dividing KJ local traffic vs 224 to I-80 traffic which causes the traffic stack?		
No, I think that's it.	I haven't noticed winter maintenance problems.	No more free parking anywhere in Summit County! We desperately need more tunnels/bridges to cross 224 for pedestrians and cyclists. E-bikes for commuting are an amazing opportunity that we are throwing away by not building the appropriate infrastructure.
no	no	

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
Covid 19 should change your thinking and no option for tourism change in transportation to eliminate congestion. Not a problem when they are not here so they are the traffic problem. Make them change not the locals. They leave their cars running not locals.	Tourism impact not addressed.	Poor paving from the start. No more building.
		There needs to be a better way to access the pedestrian bridge over 1-80. I ride my bike in good weather from Summit Park to Kearns Blvd Schools in Park City a few days a week and I like to ride on the North side of 1-80, but it is difficult to get across I-80. Tunnel and ped bridge are not very efficient to get to and from. Thanks!
no	no	no
No	No	No
Disagree with user fee. As a resident and worker in PC I pay enough taxes and see the increase as discouraging to live here. I believe in buses having separate lane. I have used buses but with current health issues concerned for my safety on a bus with others.	user fee. see above.	We're already extremely busy with recreation traffic to get to our trails and people trying to get to other businesses. Frontage road traffic going too fast. Speed bumps don't help. Maybe more law enforcement? Stop development of other large businesses like Whole Foods.
		As a resident, I shouldn't have to pay for parking in order to buy groceries. Handicap parking places are inaccessible during the winter--properties need to be held accountable for keeping them clear, even if the contracted slower breaks the rules and dumps the snow in the handicap spot.
	Suggestion: I think you already know the answers to these questions. You should pay a good sociologist to help define and analyze a better survey.	

Have we missed any problems?	Do you strongly disagree with any of the problems we've identified?	Do you have any other thoughts you would like to relay to the team regarding the Kimball Junction area?
	Traffic backs up from Kimball to the I-80 exit ramps, but never onto I-80 travel lanes.	<p>Many vocal Park City and Snyderderville residents will always complain about traffic, while simultaneously always complaining about any proposed solution (e.g. SR-248 study). These residents are short-sighted and have minimal understanding of how transportation, economy, recreation, tourism, equity, quality of life, etc. intersect. PLEASE do all you can to ignore the stubborn vocal minority and focus instead on what you know are sound engineering principles.</p> <p>Ordinary people want to afford to live here and want to see it continue to get denser and more accessible, and we greatly outnumber the select few who own multi-acre lots either because they've been here since "the good old days" or are multimillionaire transplants.</p>
Trying to cross the 224 is also a disaster the lights change much too quickly backing up roundabouts on both sides		
Yes! Everything above is a consequence of development within or nearer the Park City limits which is still not constrained in any reasonable way by the need to preserve local (Snyderderville) quality of life. If you can't solve that problem, please stop feeding the beast by accommodating more through traffic from I80 to/from Park City via Kimball Junction. Prioritize Kimball Junction access for Snyderderville residents. Then divert the through traffic or allow the infrastructure to impose it's own deterrents to increasing demand from outside Snyderderville.	No.	Please consider all opportunities for prioritizing local, Snyderderville, full-time resident vehicular access to/through Kimball Junction above the demand created by Park City's ever expanding tourism and real estate development activities.
Wildlife mitigation.	No	

KIMBALL JUNCTION AND SR-224 EVALUATION CRITERIA DISCUSSION

**GO TO MENTI.COM
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June 16, 2020

LEVEL 1

HIGH LEVEL SCREENING CRITERIA

LEVEL 1 SCREENING CRITERIA

FATAL FLAW SCREENING QUESTIONS

Table 1. Level 1 Screening Criteria

Fatal-flaw Screening Questions	Problems, Opportunities, and Goals Screening Questions
<ul style="list-style-type: none">• Does the alternative cause irreconcilable environmental impacts?• Does the alternative cause irreconcilable community impacts?• Is the alternative impractical and infeasible?	<ul style="list-style-type: none">• Does the alternative improve interchange area capacity and vehicle mobility to/from I-80 and to/from S.R. 224 through the Kimball Junction area?• Does the alternative maintain or improve multimodal travel options, health, and safety for pedestrians, cyclists, and transit users in the Kimball Junction area?• Does the alternative support operation and reliability of the <i>Valley to Mountain Transit Project Alternatives Analysis</i> preferred alternative (side-running BRT) on S.R. 224?

Fatal Flaw Screening Criteria



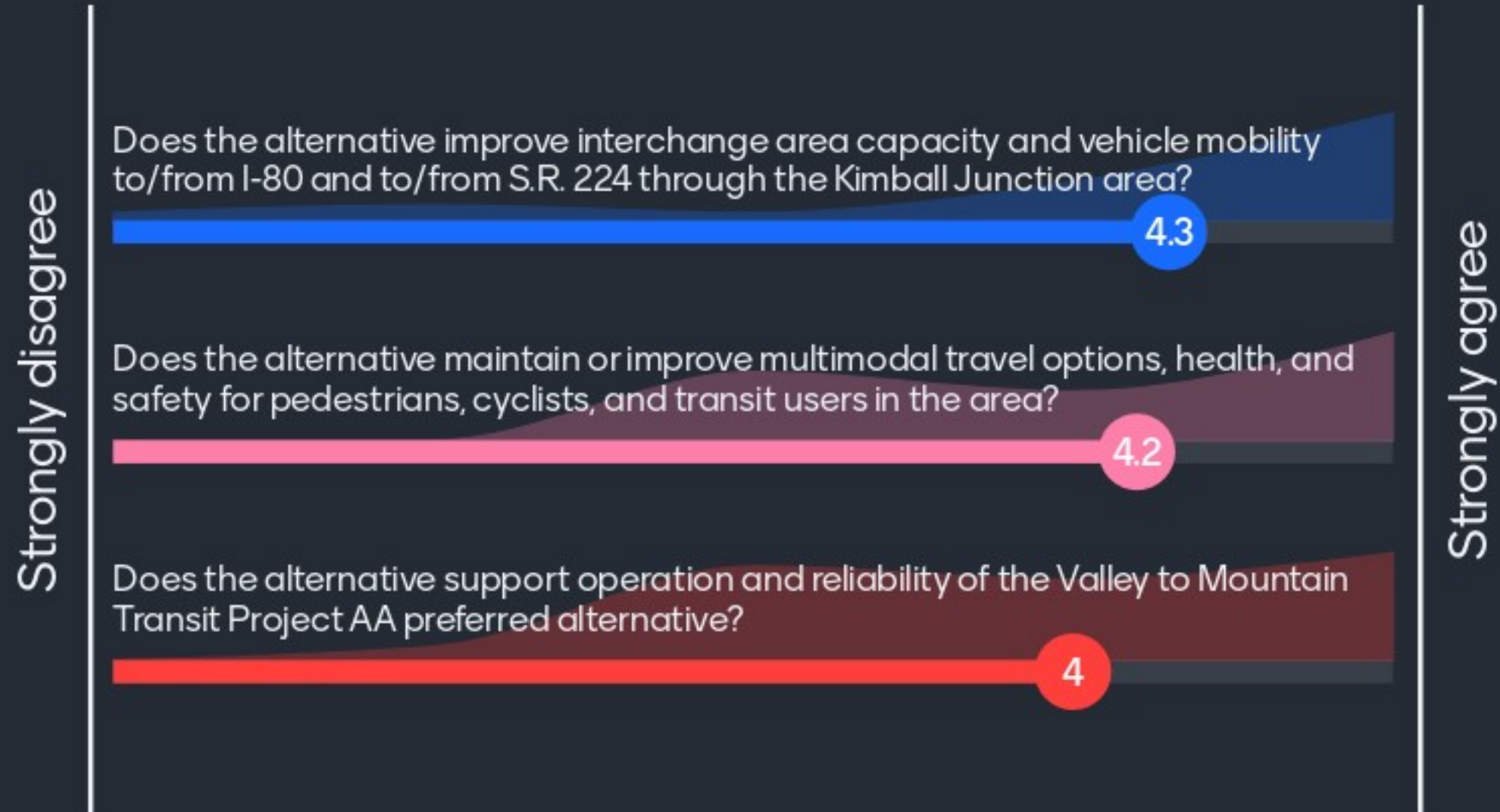
LEVEL 1 SCREENING CRITERIA

PROBLEMS, OPPORTUNITIES, AND GOALS SCREENING QUESTIONS

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Problems, Opportunities, and Goals Screening Questions



LEVEL 2

LEVEL 2 CRITERIA ORGANIZED BY THE GOALS

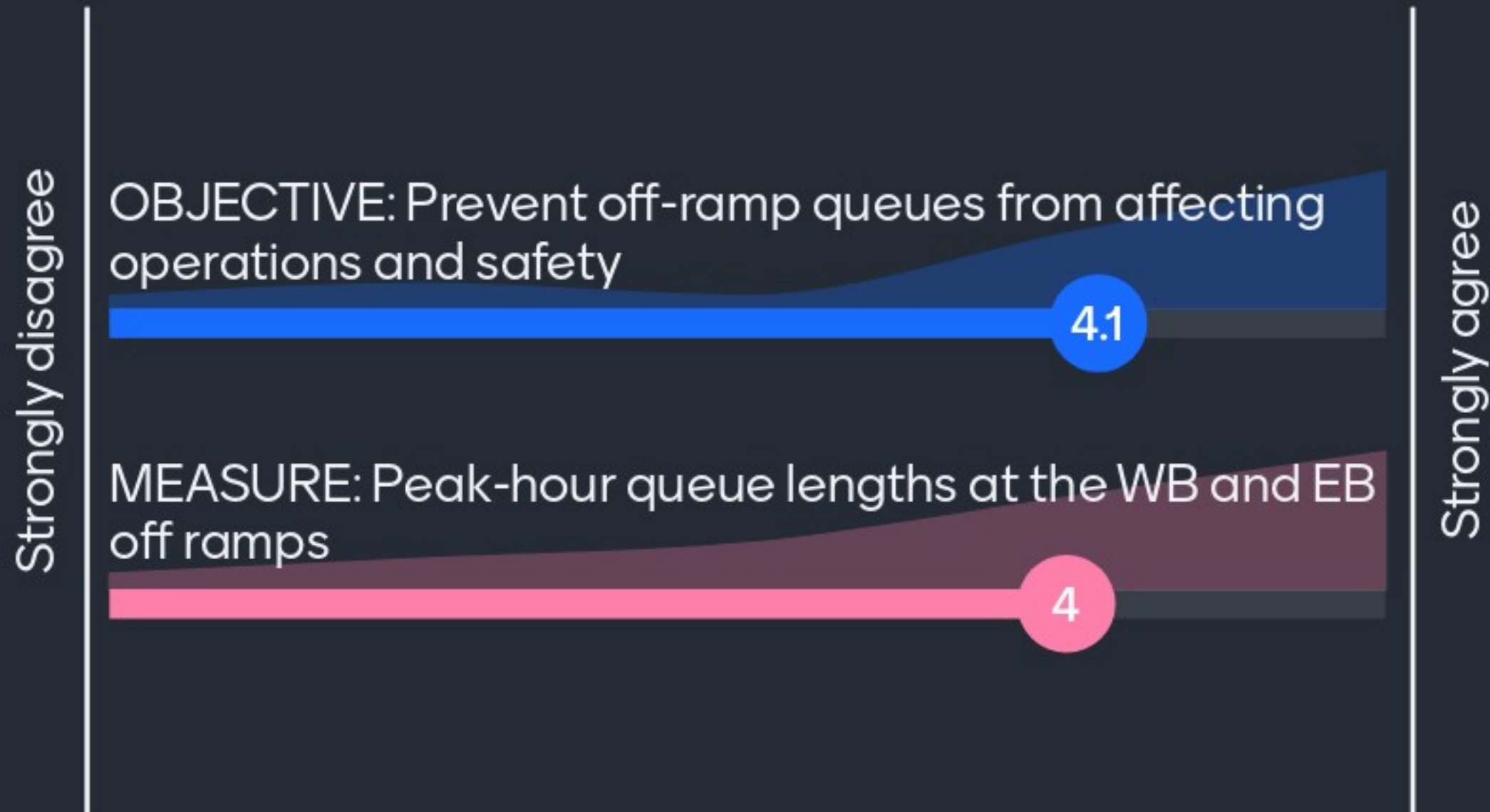
- GOAL 1: Move people and goods more efficiently through the Kimball Junction area.
- GOAL 2: Improve mobility and comfort for all users to and around the Kimball Junction area through a connected network.
- GOAL 3: Provide a balanced transportation system that contributes to improved local and regional air quality, environmental sustainability, and community health.
- GOAL 4: Maintain consistency with adopted plans for the Kimball Junction area.
- GOAL 5: Develop solutions that complement the evolving context and scale of the community.
- GOAL 6: Consider innovative operational technologies and accommodate maintenance needs.

LEVEL 2 SCREENING CRITERIA

GOAL 1

Goal	Opportunities and Objectives Criteria	Measurements
Move people and goods more efficiently through the Kimball Junction area.	<ul style="list-style-type: none">• Prevent off-ramp queues from I-80 to S.R. 224 from affecting operations and safety of the I-80 mainline.	<ul style="list-style-type: none">• Measure peak-hour queue lengths at the westbound and eastbound off ramps.
	<ul style="list-style-type: none">• Accommodate current and projected travel demand on S.R. 224 in the Kimball Junction area while minimizing the roadway footprint.<ul style="list-style-type: none">◦ Reduce person delay of private (single-occupant or high-occupancy) vehicles navigating through the Kimball Junction area.	<ul style="list-style-type: none">• Quantitatively assess the alternative's ability to reduce travel times for travel time pairs on S.R. 224 south of Kimball Junction to and from eastbound and westbound I-80.
	<ul style="list-style-type: none">• Improve the overall capacity of the Kimball Junction area by improving vehicular and transit networks.	<ul style="list-style-type: none">• Improve vehicle or person throughput at intersections during future (2050) peak hours. Measure overall intersection LOS.

Goal 1 - Move people and goods more efficiently through the Kimball Junction area.

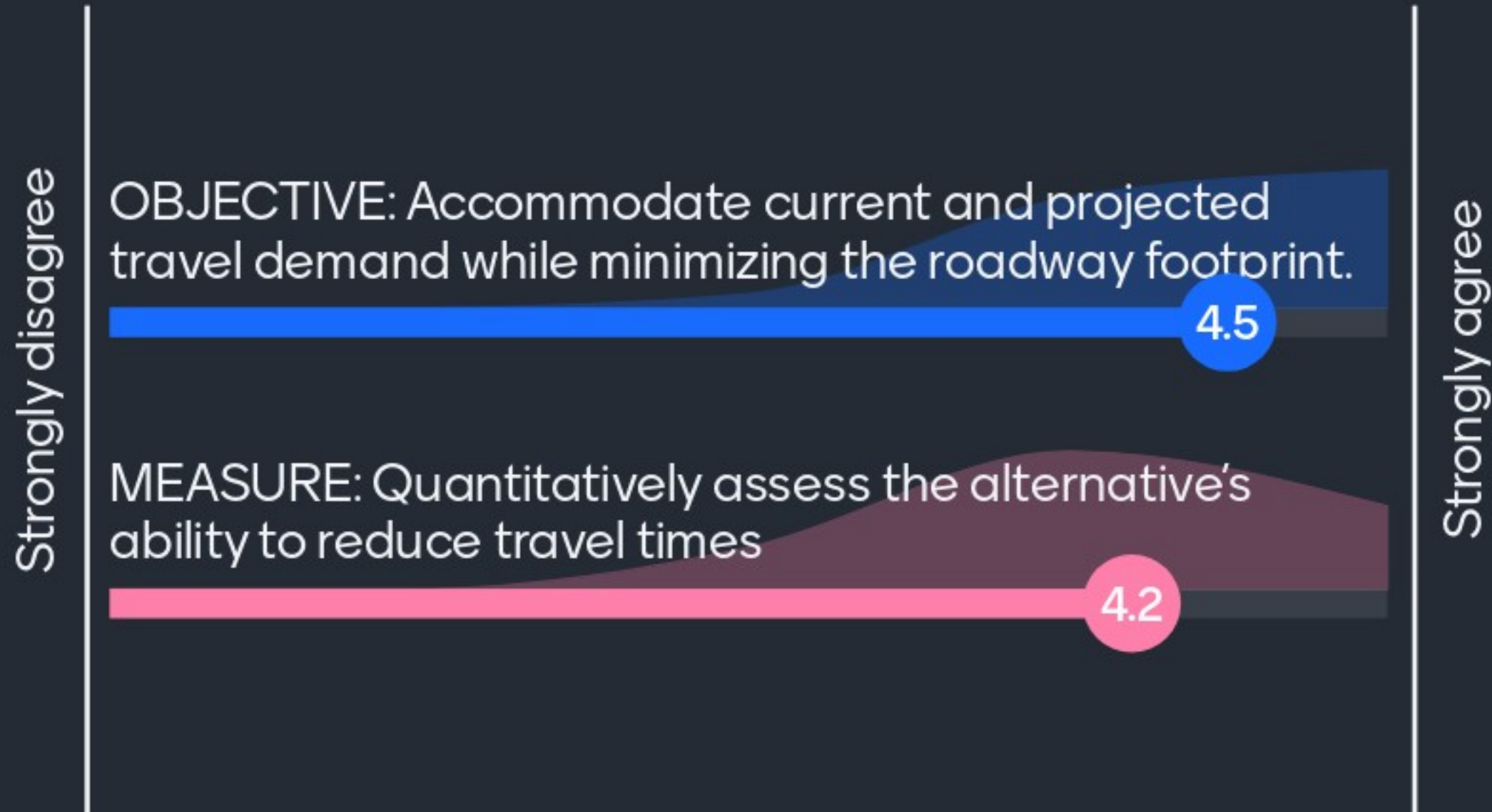


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Goal 1 - Move people and goods more efficiently through the Kimball Junction area.

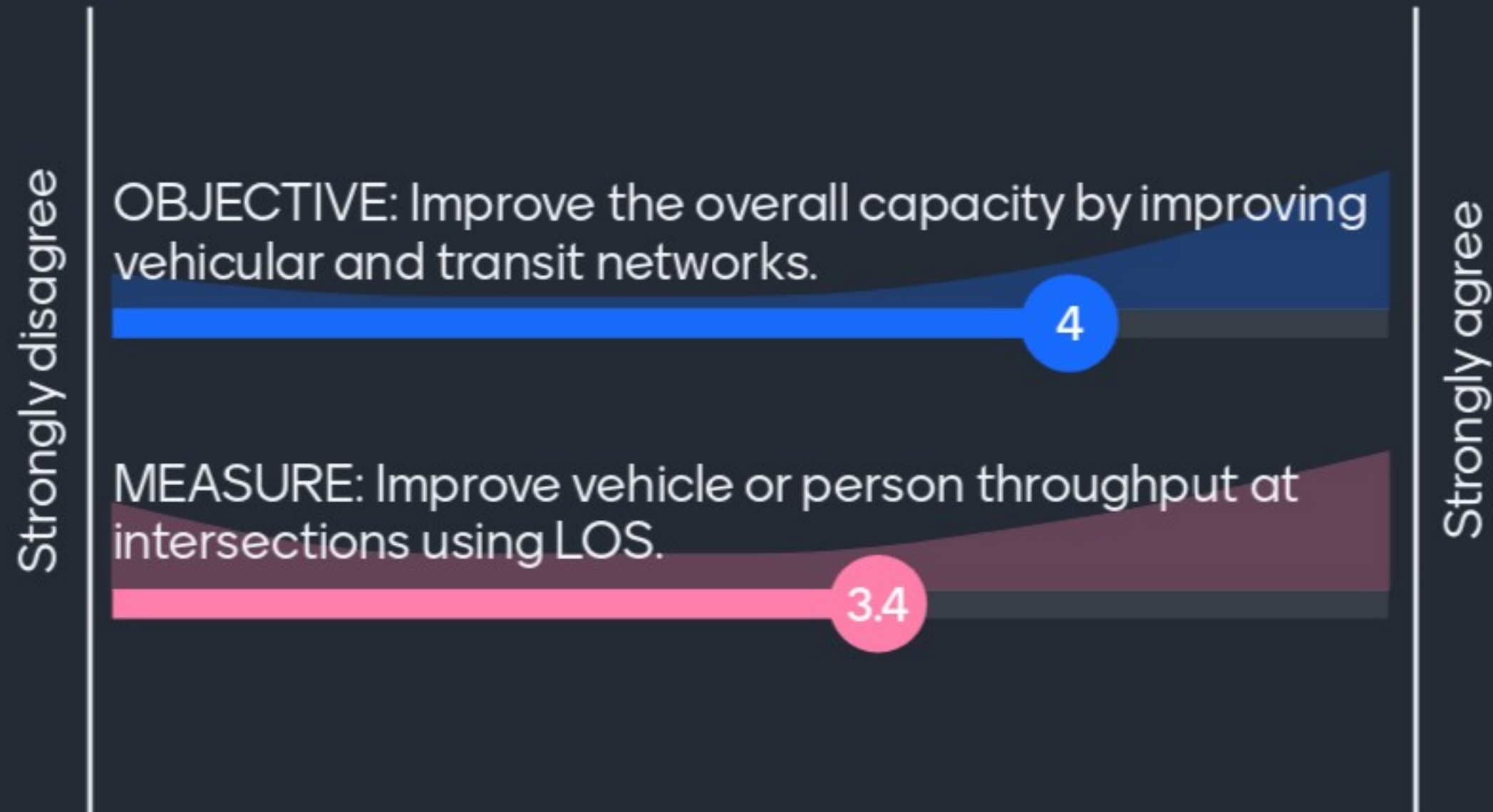


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Goal 1 - Move people and goods more efficiently through the Kimball Junction area.



LEVEL 2 SCREENING CRITERIA

GOAL 2

Goal	Opportunities and Objectives Criteria	Measurements
Improve mobility and comfort for all users to and around the Kimball Junction area through a connected network.	<ul style="list-style-type: none">• Maintain existing, and consider additional, grade-separated active transportation connections across I-80 and S.R. 224.	<ul style="list-style-type: none">• Measure directness of safe and comfortable routes for people bicycling and walking to major destinations in the Kimball Junction area.
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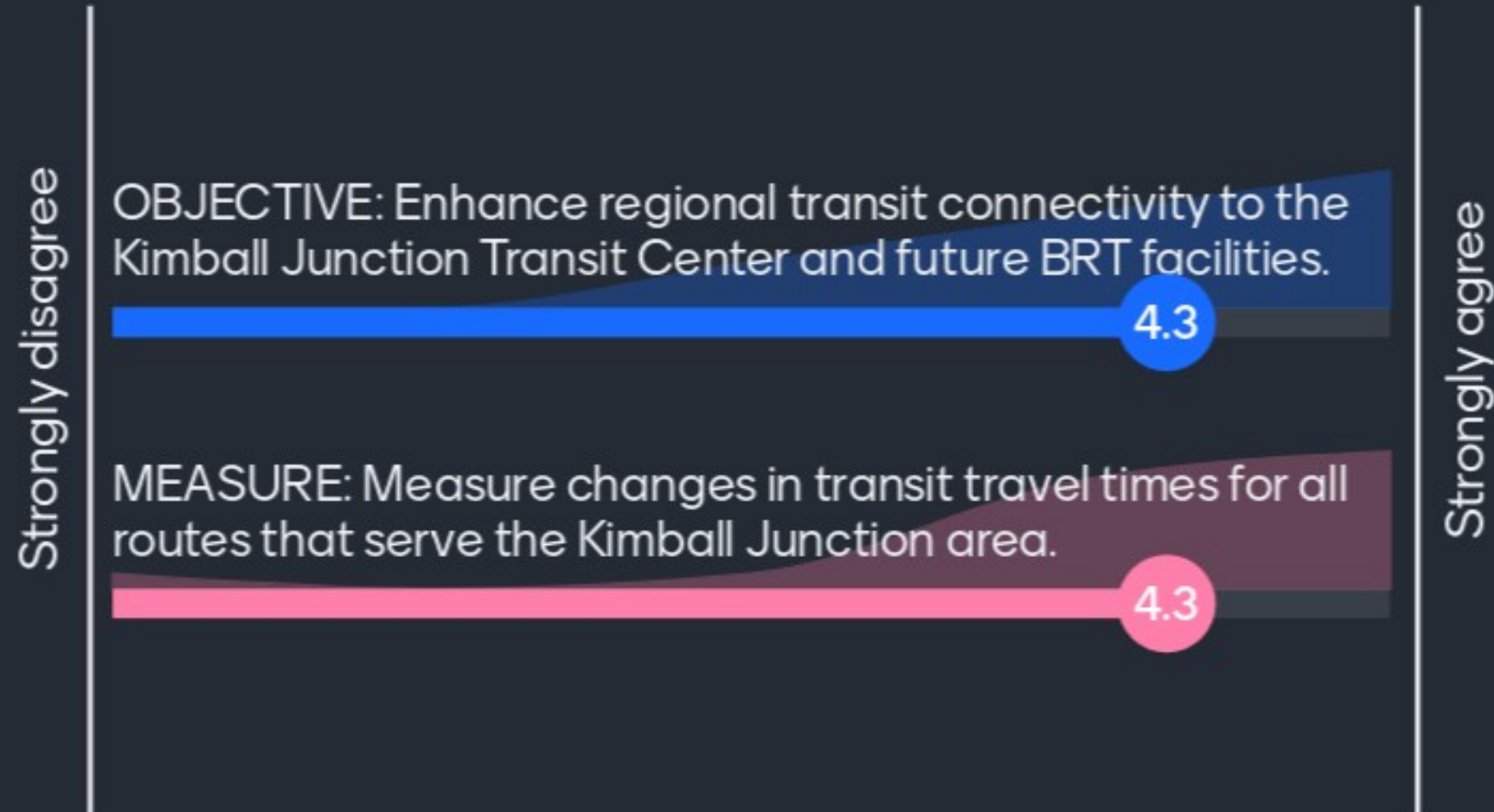


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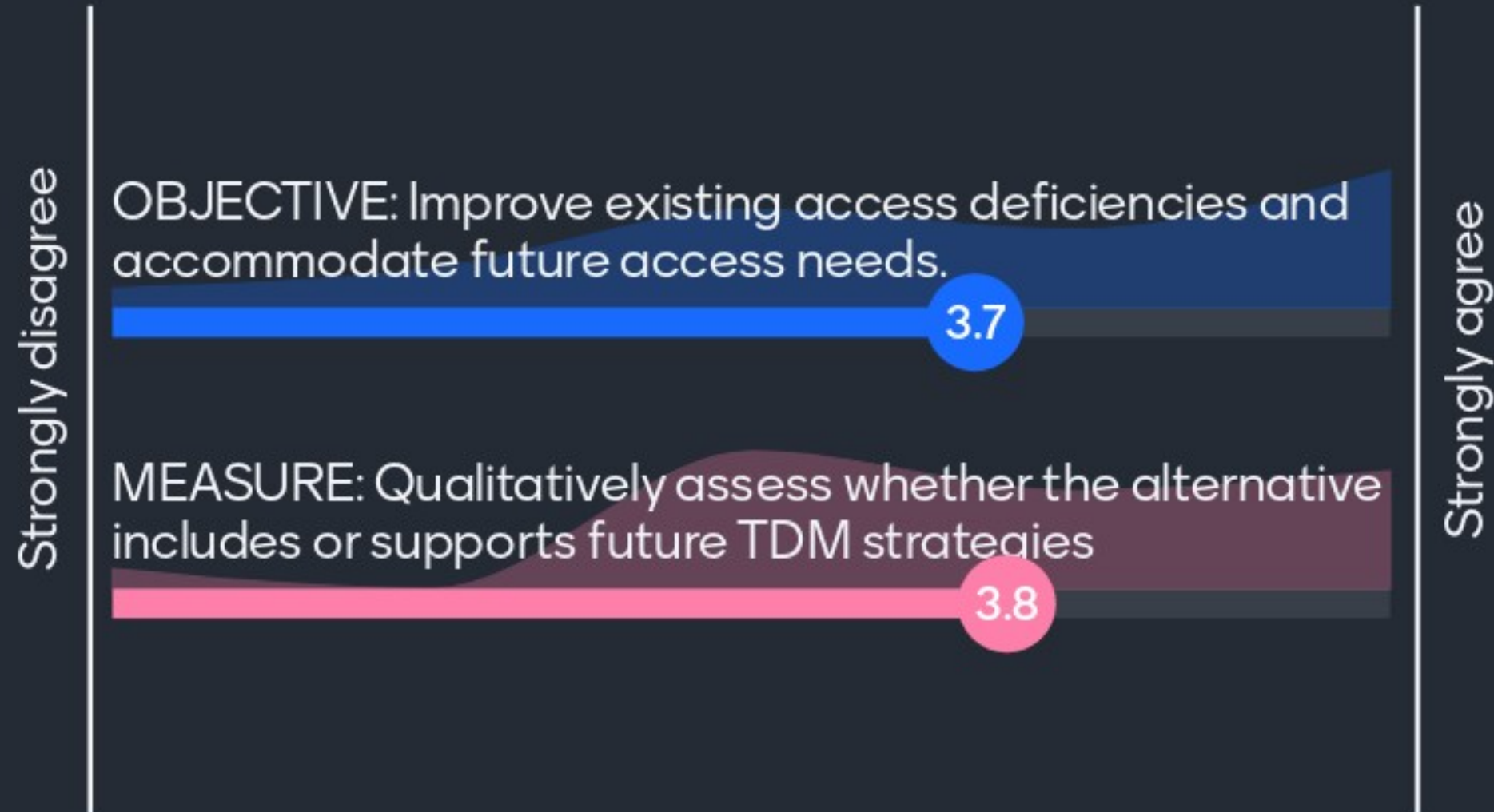


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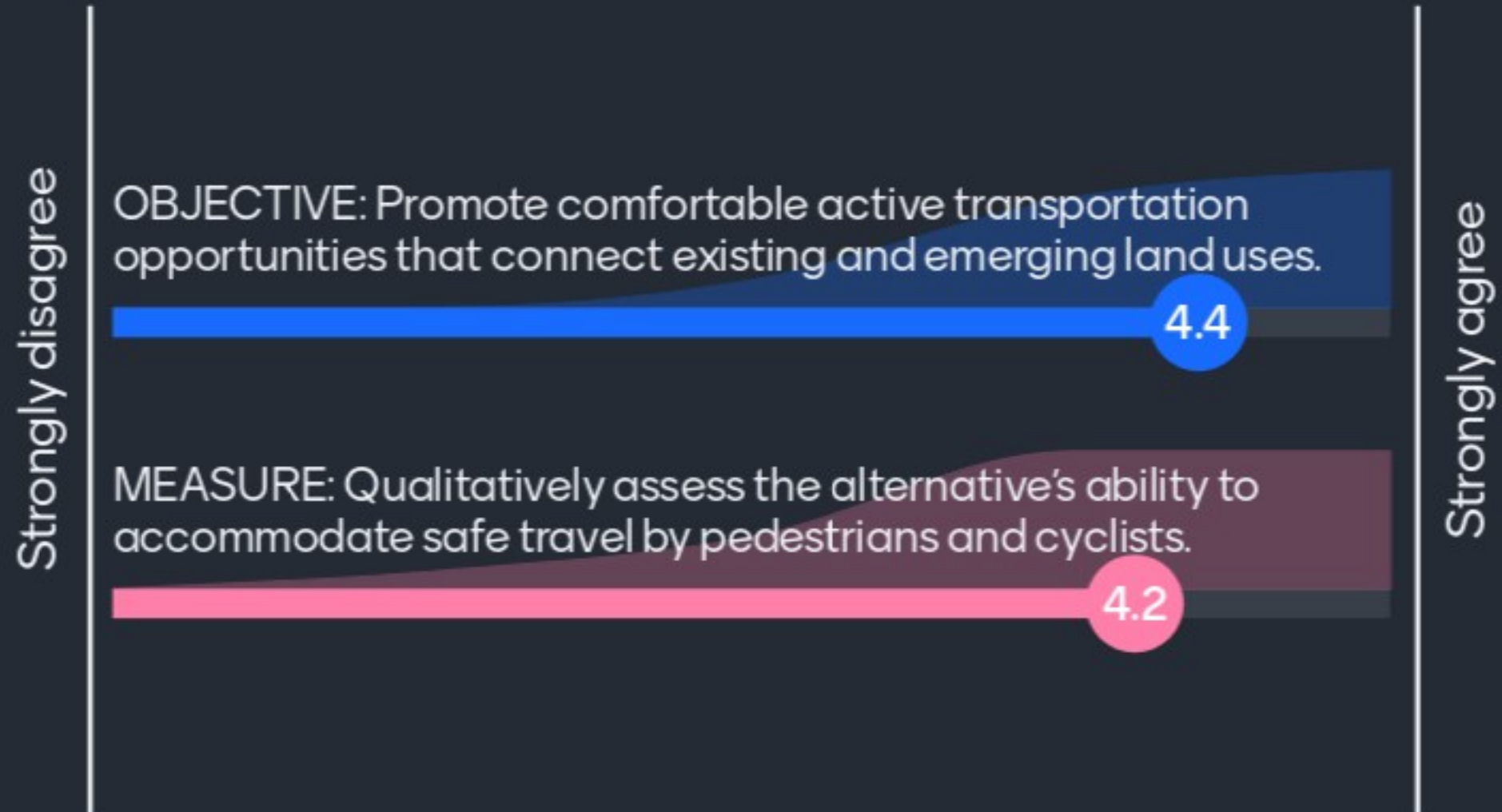


LEVEL 2 SCREENING CRITERIA

GOAL 3

Goal	Opportunities and Objectives Criteria	Measurements
<p>Provide a balanced transportation system that contributes to improved local and regional air quality, environmental sustainability, and community health.</p>	<ul style="list-style-type: none"> Promote comfortable active transportation opportunities that connect existing and emerging land uses. 	<ul style="list-style-type: none"> Qualitatively assess the alternative's ability to accommodate safe travel by pedestrians and cyclists.
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	<ul style="list-style-type: none"> Improve safety on S.R. 224 in the Kimball Junction area for all users. 	<ul style="list-style-type: none"> Quantitatively assess the alternative's ability to reduce conflict points (vehicle-to-vehicle, vehicle-to-cyclist/pedestrian) and crash rates (where <i>Highway Safety Manual</i> methodologies apply).

3-Provide a balanced transportation system that contributes to improved local & regional air quality, environmental sustainability, & community health

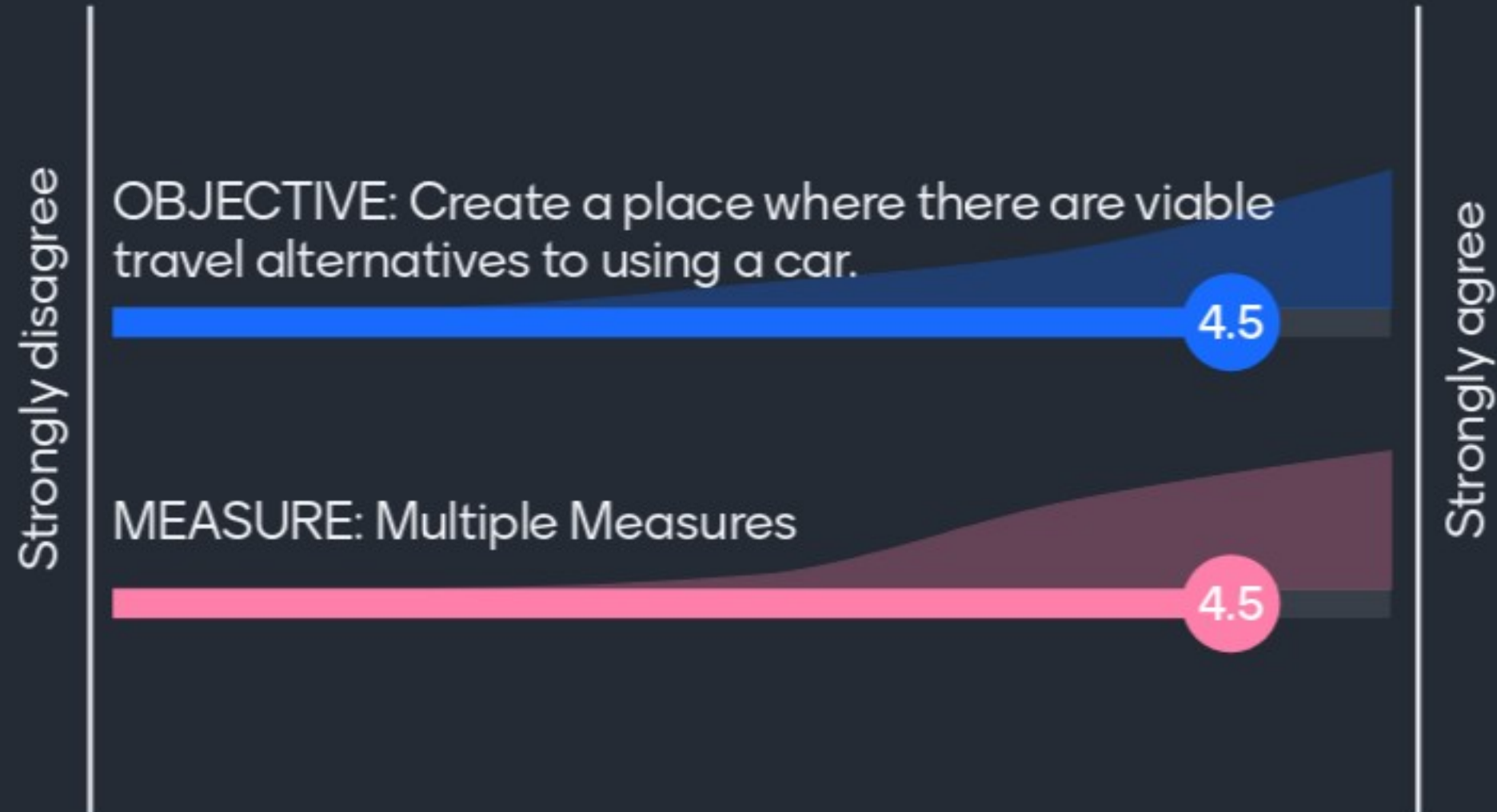


LEVEL 2 SCREENING CRITERIA

GOAL 3

Goal	Opportunities and Objectives Criteria	Measurements
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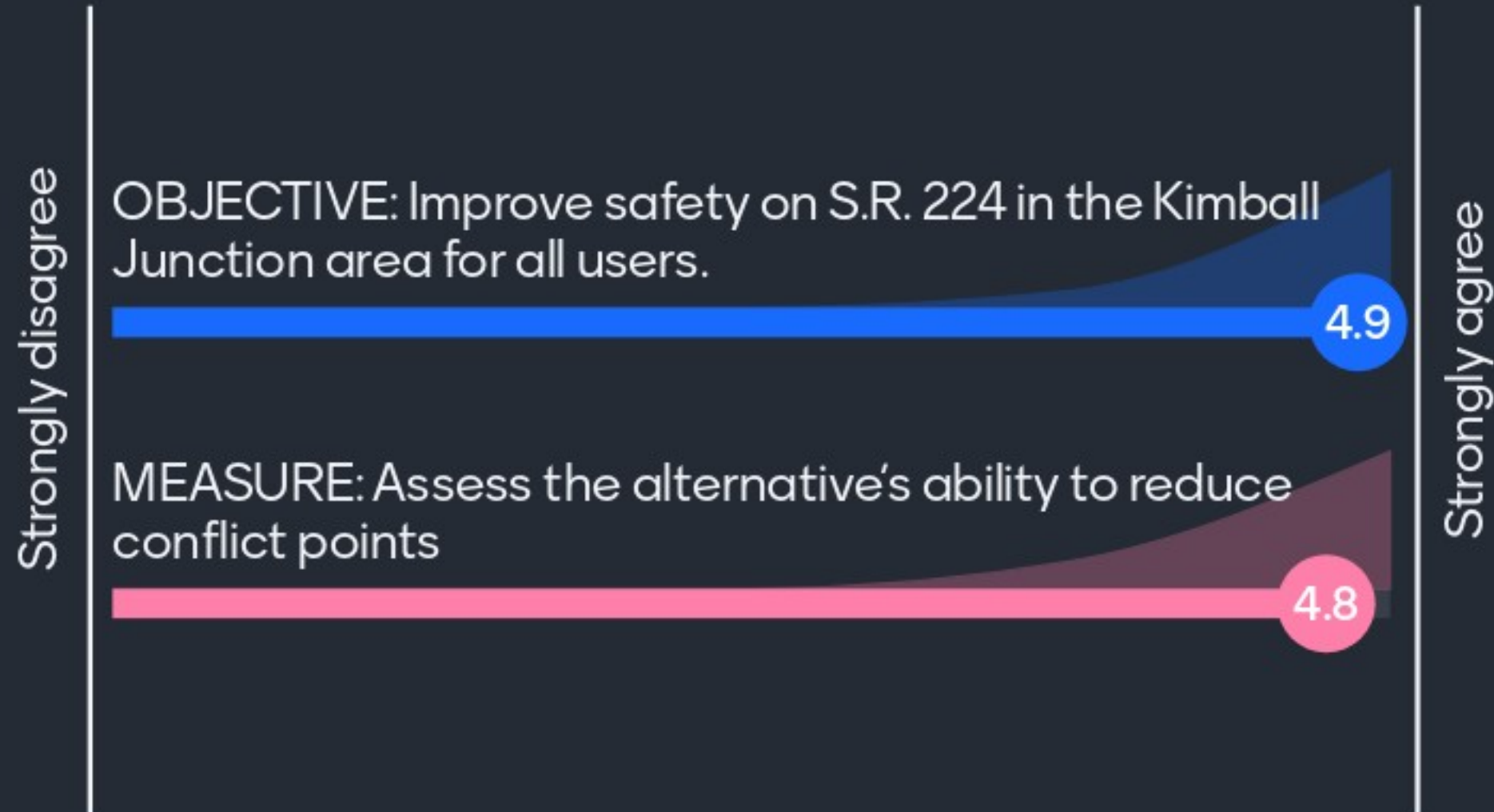


LEVEL 2 SCREENING CRITERIA

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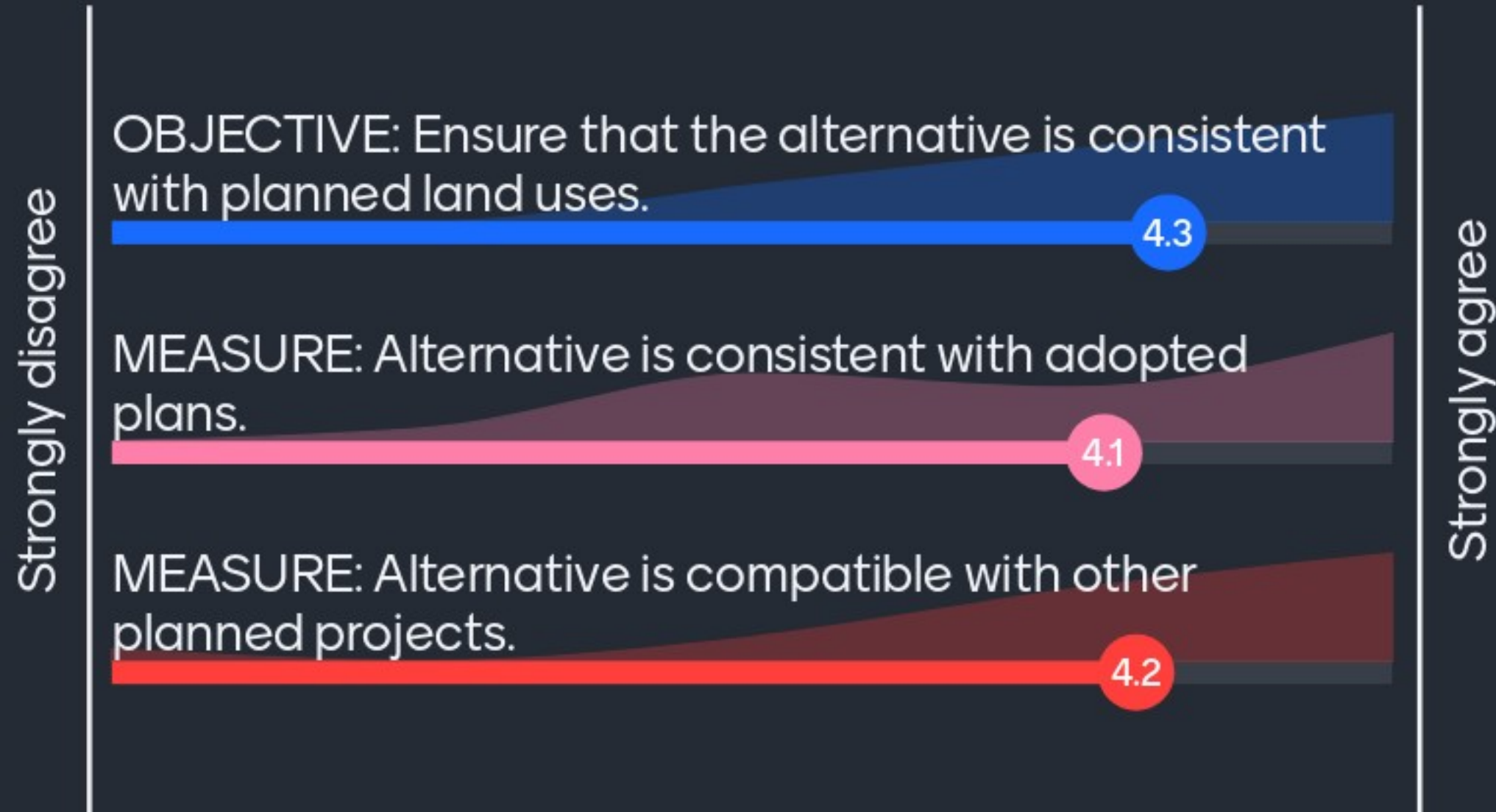


LEVEL 2 SCREENING CRITERIA

GOAL 4

Goal	Opportunities and Objectives Criteria	Measurements
Maintain consistency with adopted plans for the Kimball Junction area.	<ul style="list-style-type: none">• Ensure that the alternative is consistent with planned land uses.	<ul style="list-style-type: none">• Alternative is consistent with adopted local and regional land use and transportation plans.• Alternative is compatible with other planned projects on S.R. 224 in the Kimball Junction area as identified in adopted planning studies for the area.

Goal 4 - Maintain consistency with adopted plans for the Kimball Junction area.

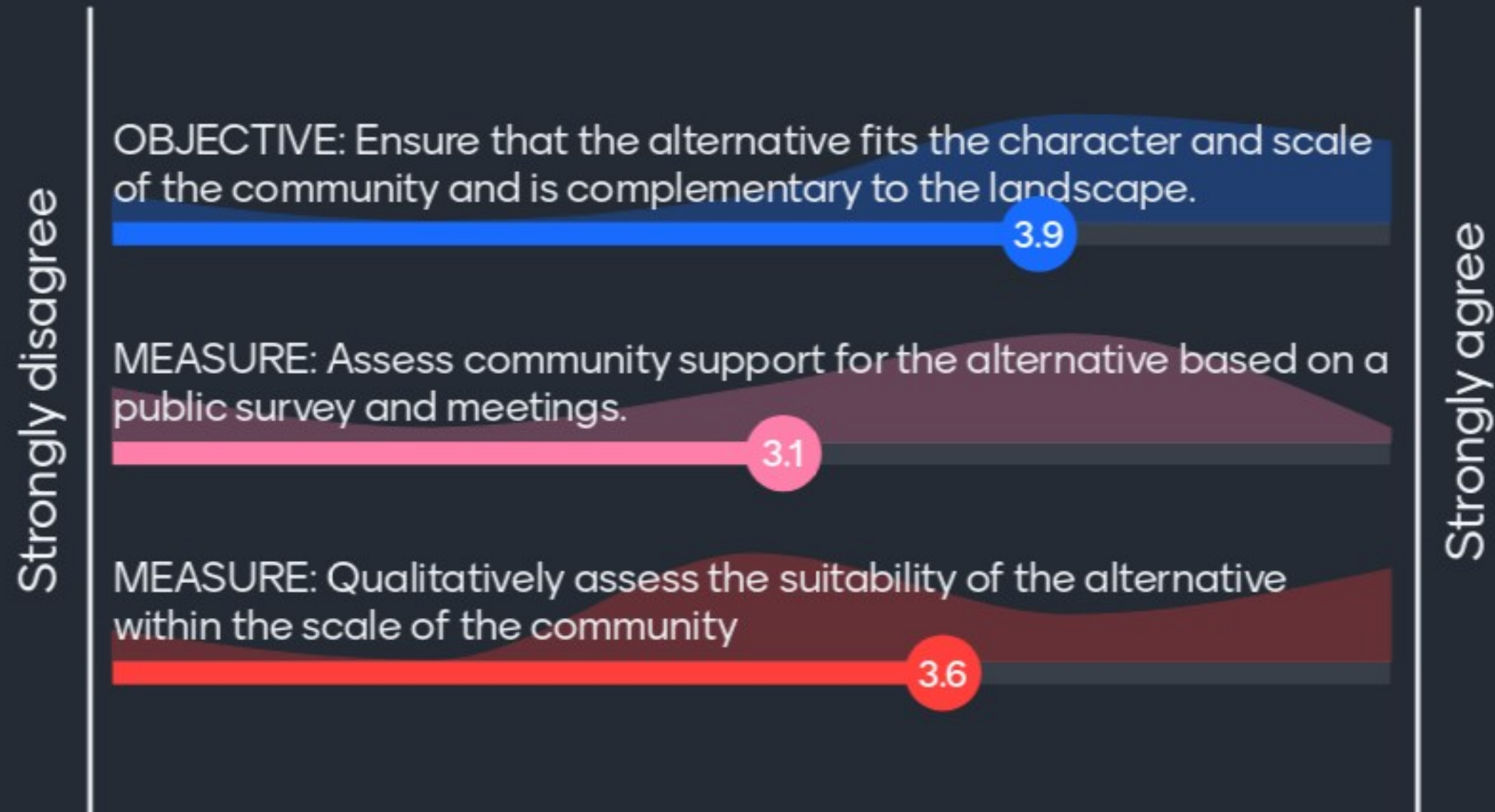


LEVEL 2 SCREENING CRITERIA

GOAL 5

Goal	Opportunities and Objectives Criteria	Measurements
Develop solutions that complement the evolving context and scale of the community.	<ul style="list-style-type: none"> Ensure that the alternative fits the character and scale of the community and is complementary to the landscape. 	<ul style="list-style-type: none"> Assess community support for the alternative based on public survey and meetings. Qualitatively assess the suitability of the alternative within the scale of the community and the alternative's ability to enhance the corridor's natural setting and character.
	<ul style="list-style-type: none"> Ensure that the alternative is practical and implementable. 	<ul style="list-style-type: none"> Measure the alternative's practicality and implementability with conceptual-level costs. Consider the alternative's constructability given available technology.

Goal 5 - Develop solutions that complement the evolving context and scale of the community.

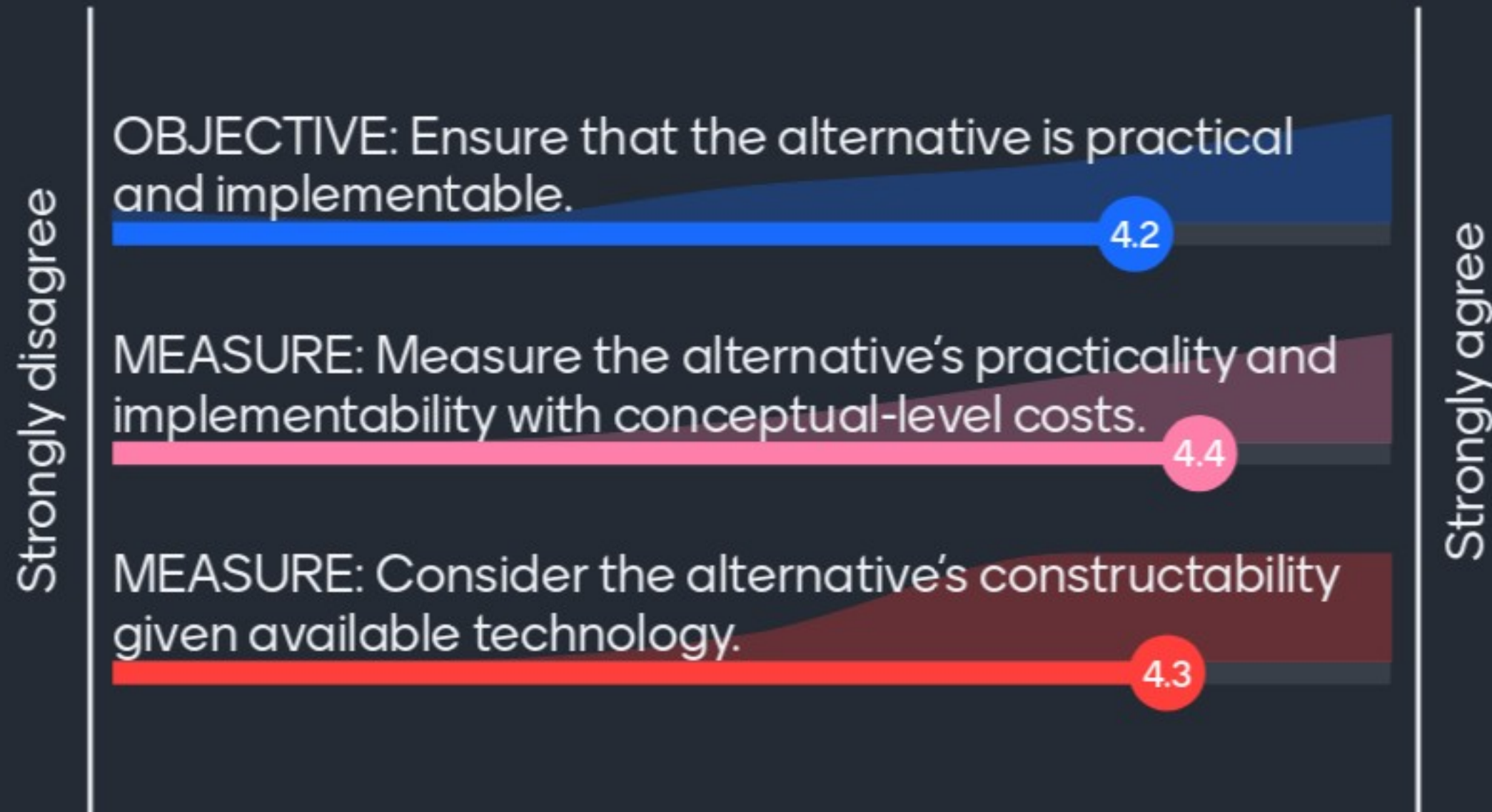


LEVEL 2 SCREENING CRITERIA

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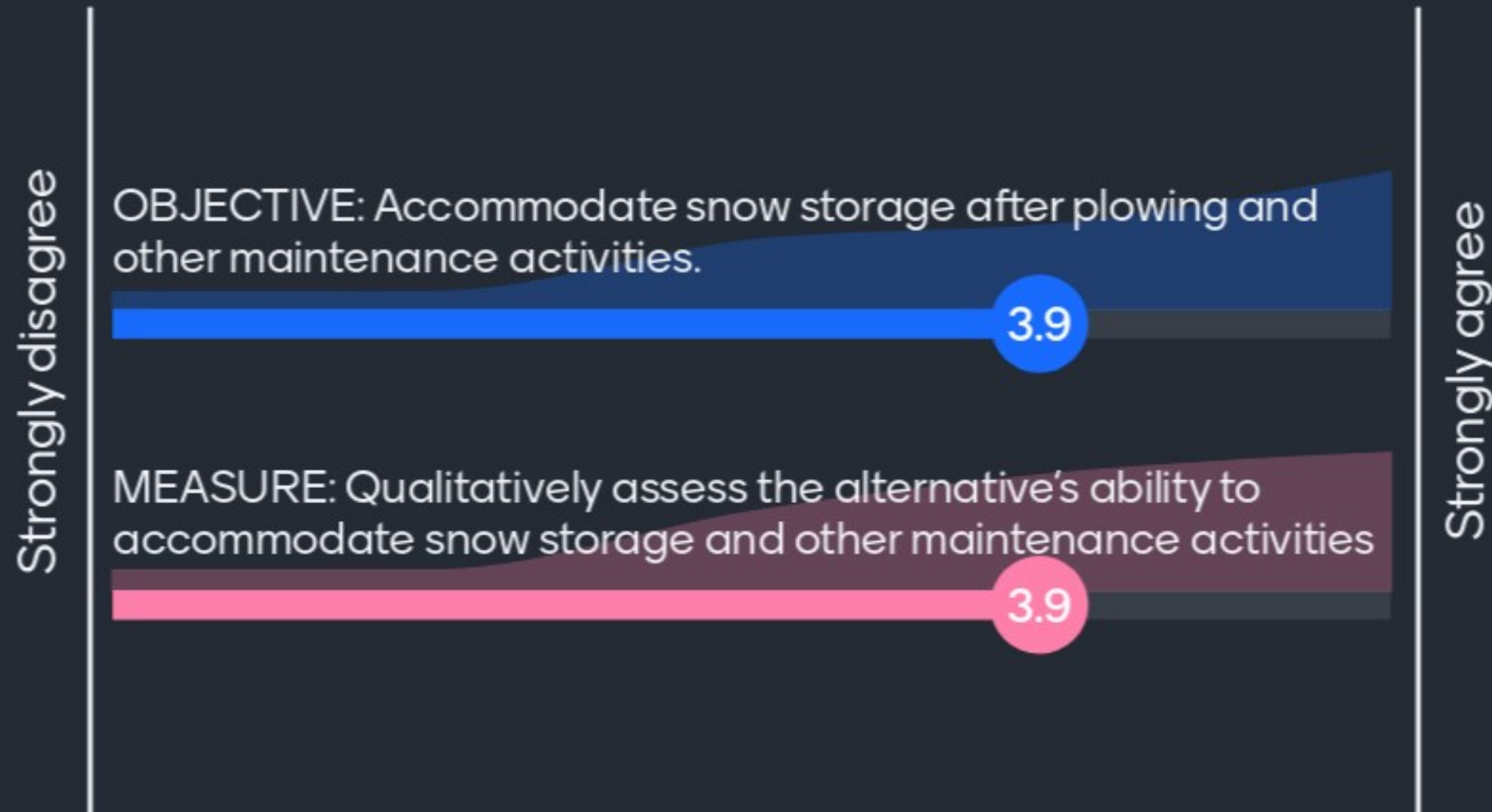


LEVEL 2 SCREENING CRITERIA

GOAL 6

Goal	Opportunities and Objectives Criteria	Measurements
Consider innovative operational technologies and accommodate maintenance needs.	<ul style="list-style-type: none"> Accommodate snow storage after plowing and other maintenance activities. 	<ul style="list-style-type: none"> Qualitatively assess the alternative's ability to accommodate snow storage and other maintenance activities to ensure travelers' safety and mobility.
	<ul style="list-style-type: none"> Include innovative operational technologies. 	<ul style="list-style-type: none"> Qualitatively assess whether the alternative includes or supports future congestion-management strategies such as Transportation Systems Management (TSM), Intelligent Transportation Systems (ITS), or other disruptive technologies.

Goal 6 - Consider innovative operational technologies and accommodate maintenance needs.



LEVEL 2 SCREENING CRITERIA

GOAL 6

Goal	Opportunities and Objectives Criteria	Measurements
Consider innovative operational technologies and accommodate maintenance needs.	<ul style="list-style-type: none">Accommodate snow storage after plowing and other maintenance activities.	<ul style="list-style-type: none">Qualitatively assess the alternative's ability to accommodate snow storage and other maintenance activities to ensure travelers' safety and mobility.
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Goal 6 - Consider innovative operational technologies and accommodate maintenance needs.



QUESTIONS / DISCUSSION

LEVEL 2 SCREENING CRITERIA

GOAL 3

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Provide a balanced transportation system that contributes to improved local and regional air quality, environmental sustainability, and community health.	<ul style="list-style-type: none"> Promote comfortable active transportation opportunities that connect existing and emerging land uses. 	<ul style="list-style-type: none"> Qualitatively assess the alternative's ability to accommodate safe travel by pedestrians and cyclists.
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	<ul style="list-style-type: none"> Improve safety on S.R. 224 in the Kimball Junction area for all users. 	<ul style="list-style-type: none"> Quantitatively assess the alternative's ability to reduce conflict points (vehicle-to-vehicle, vehicle-to-cyclist/pedestrian) and crash rates (where <i>Highway Safety Manual</i> methodologies apply).

Health Measures

1st

Qualitatively assess the ability of local residents and visitors to access community facilities both across and along S.R. 224

2nd

Qualitatively assess increased physical activity achieved during everyday trips.

3rd

Qualitatively assess improved access to health-related resources along S.R. 224.

4th

Qualitatively assess improved multimodal connectivity to Kimball Junction–area destinations.

5th

Measure distance traveled for accessibility to transit and active transportation facilities – what is available within ¼ mile

6th

Qualitatively assess transportation equity.

LEVEL 2 SCREENING CRITERIA

GOAL 3

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Environmental Resource Measures

- 1st | Acres of floodplains
- 2nd | Acres of conservation easements and open space
- 3rd | Acres of wetlands
- 4th | Acres of biological resources
- 5th | Acres of right-of-way impacts
- 6th | Number of historic properties
- 7th | Number of utility impacts
- 8th | Vehicle-miles traveled reduction and improvement in air quality

Memo

Date: Thursday, October 15, 2020

Project: Kimball Junction and S.R. 224 Area Plan

To: Project Partners

From: HDR Team

Subject: Level 1A (Fatal-flaw) Screening Evaluation Results

The HDR team conducted the Level 1A (fatal-flaw) screening evaluation during an internal team workshop. The following alternatives were dismissed during the fatal-flaw screening evaluation and will not move into the Level 1B (problems and opportunities) screening process. The Project Partners have an opportunity to discuss the alternatives that were dismissed during the Level 1 screening workshop that will be held on October 16, 2020. All alternatives that passed the Level 1A screening evaluation will move into Level 1B screening, which will be conducted during the October 16th workshop.

Summary

The following alternatives were eliminated for being deemed impractical and/or infeasible because of at least one of these three fatal-flaws:

1. Bridge or tunnel ramps leave insufficient merge/weave distance between Ute Blvd. and the I-80 interchange
2. "Extremely high" construction cost
3. Construction would severely impact function of I-80 mainline and/or the I-80 interchange

Alternative	Fatal-flaw			Other
	Merge/ Weave	Extreme Cost ¹	Construction Impacts	
A2				Non-Typical interchange will be difficult to get FHWA approval. Grant has reached out to Bryan Dillon with FHWA for verification, assume that it would not be approved unless we are told otherwise
B1	X		X	
C1	X		X	

C2		X		Does not address AM backing onto I-80
C4		X		No cross street access at Ute Blvd
C6		X	X	
C7	X		X	
C8			X	Similar design was proposed and rejected for I-15 in Provo
D4/D5	X		X	

¹ While exact costs aren't known at this time, the study team used the "extremely high" construction cost designation in the Preliminary Definition of Alternatives technical memorandum as the threshold for being infeasible due to cost, especially when compared to other alternatives that achieve the same results for assumed less cost.

Alternatives dismissed during Level 1A (fatal-flaw) screening:

Alternative A2

- Non-Typical interchange will be difficult to get FHWA approval. Per Bryan Dillon with FHWA, "FHWA would have a difficult time approving an alternative such as the example you submitted. Slip ramps are generally not permitted unless, like you said, there is a strong, justifiable reason. In this case, it appears the local agency would like FHWA to modify access to the interstate to help alleviate a problem on the local system. This is not a justifiable reason."

Alternative B1/C-1/C-7

- Due to short distance between Ute Blvd and EB I-80 SPUI ramps, it will be extremely difficult to tie frontage roads into mainline SR-224 and provide sufficient merge distance. The resulting merge distance is less than 200 feet. In addition, not all traffic problems are solved and there would be challenging construction impacts.

Alternative C2

- High cost due to 3 level structure and grade separation of Ute and Olympic.
- Does not address EB I-80 to SB SR-224 traffic/congestion issue. EB off ramp will continue to back onto I-80 mainline during AM peak.

Alternative C4

- Designated as "Extremely high" construction cost (Dual 3 level structure) plus grade separation at Olympic. The "extremely high" cost designation in the Preliminary Definition of Alternatives tech memo as the threshold for being infeasible due to cost – especially when compared to other alternatives that achieve the same results for less cost.
- No cross street access at Ute Blvd.

Alternative C6

- Designated as “Extremely high” construction cost. The “extremely high” cost designation in the Preliminary Definition of Alternatives tech memo as the threshold for being infeasible due to cost – especially when compared to other alternatives that achieve the same results for less cost.
- Tunnel under I-80 would require many thousands of feet of reconstruction of I-80 and thousands of square feet of walls along I-80 and 3-level interchange.
- MOT during construction of the fully reconstructed I-80 would most likely have to be one lane in each direction due to changing the elevation of mainline.

Alternative C8

- A similar interchange was proposed at Provo Center Street during I-15 CORE project. Interchange was revised to a more conventional design due to Provo City and public input.
- Constructability issues with the western Rasmussen Road connection with bridge over the on-ramp
- Would be extremely difficult to construct without closing the Interchange for long periods of time

C Alternative Summary:

For the C alternatives, in addition to high cost and traffic, the team took a high level look at geometry and estimated that any SR-224 bridge/tunnel option would have a touchdown/daylight point very close to the SPUI (100-200 feet prior to the ramp termini), which would make it impossible for vehicles to weave into the correct turn lane. Therefore, in addition to cost, constructability - and in some cases not all traffic issues being resolved - any option that bridges or tunnels SR-224 without elements to help vehicles safely filter into the correct lane at I-80 were eliminated.

Alternative D4

- Same as B1 bullet

Alternative D5

- Same as B1 Bullet

KIMBALL JUNCTION AND SR-224 AREA PLAN

Project Partner
Team Workshop –
Level 1 Screening

Oct. 16, 2020

REVIEW OF LEVEL 1A (FATAL-FLAW) SCREENING EVALUATION RESULTS

The following alternatives were eliminated for being deemed impractical and/or infeasible because of at least one of these three fatal-flaws:

- Bridge or tunnel ramps leave insufficient merge/weave distance between Ute Blvd. and the I-80 interchange
- “Extremely high” construction cost
- Construction would severely impact function of I-80 mainline and/or the I-80 interchange

REVIEW OF LEVEL 1A (FATAL-FLAW) SCREENING EVALUATION RESULTS

Alternative	Fatal-flaw			Other
	Merge/ Weave	Extreme Cost ¹	Construction Impacts	
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B1	X		X	
C1	X		X	
C2		X		Does not address AM backing onto I-80
C4		X		No cross street access at Ute Blvd
C6		X	X	
C7	X		X	
C8			X	Similar design was proposed and rejected for I-15 in Provo
D4/D5	X		X	

POLICY

DEMAND MANAGEMENT SOLUTIONS

Park City and Summit County have already instituted many demand-management solutions in the Kimball Junction area, including a robust network of pedestrian and bicycle facilities and a subsidized free-fare bus system. Other strategies that should be considered by the project partners are:

- **Public education** campaign on driving
- **Parking strategies** including parking pricing (keeping in mind that local residents won't want to pay for parking in their own community)
- Using the **HOV lanes also as high-occupancy toll (HOT) lanes**
- **Time-of-day pricing** (again, keeping in mind that local residents won't want to pay to drive in their own community)
- **Rideshare matching**, including subsidizing transit network companies, such as Uber and Lyft, with multiple riders ending and starting trips around the Kimball Transit Center/Ecker View park-and-ride during peak periods
- **Vanpools**

POLICY DEMAND MANAGEMENT SOLUTIONS

In addition to the demand-management solutions, the project partners should also consider the following additional operational improvements:

- Advanced signal systems
- Signal retiming and/or optimization
- Signal priority for buses
- Changeable lane assignments

LEVEL 1B (PROBLEMS AND OPPORTUNITIES) SCREENING EVALUATION

The study goals and problems and opportunities were the basis for the remaining, mostly qualitative, Level 1B yes-or-no screening questions:

- **Does the alternative improve interchange area capacity and vehicle mobility to/from I-80 and to/from S.R. 224 through the Kimball Junction area?**
- **Does the alternative maintain or improve multimodal travel options, health, and safety for pedestrians, cyclists, and transit users in the Kimball Junction area?**
- **Does the alternative support operation and reliability of the *Valley to Mountain (S.R. 224) Transit Project Alternatives Analysis* preferred alternative (side-running BRT) on both sides of S.R. 224?**

Any alternative with a “no” answer to a screening question will be dismissed from continued study.

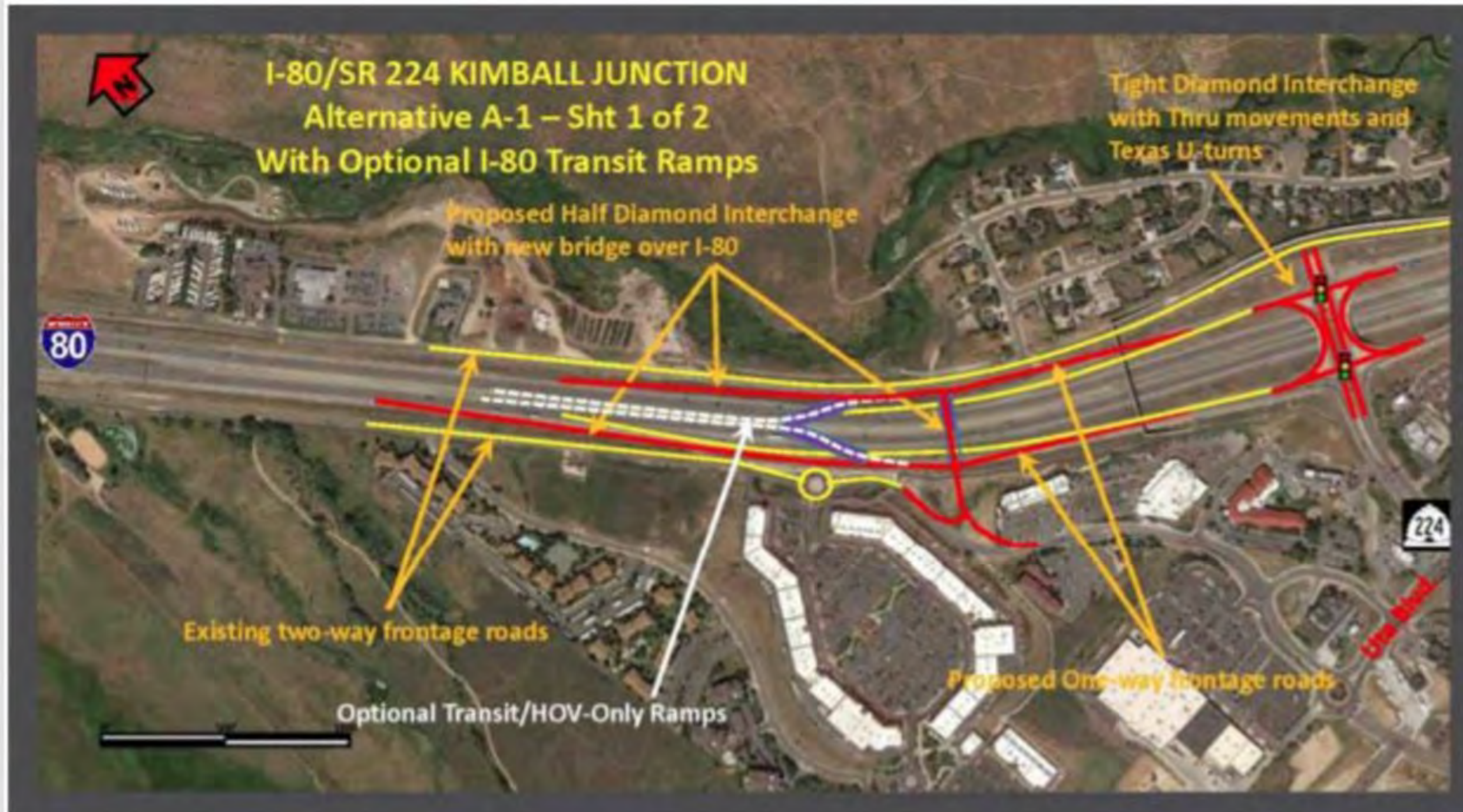
MENTI EXERCISE FOR LEVEL 1B SCREENING

Group A:

I-80/S.R. 224 Interchange Alternatives
with Improvements Focused on I-80 and
the I-80 Frontage

Includes A-1, A-3, and D-13

A-1



A-1



A-1

- Alternative A-1 - Advantages
 - **Improvements are limited primarily to the existing I-80 right of way,** especially if I-80 is shifted inward close to the median.
 - **Diverts traffic between I-80 and Kimball Junction away from S.R. 224,** freeing up capacity and improving operations on S.R. 224 with no S.R. 224 improvements.
 - Avoids sensitive land uses.
 - **Retains the existing two-way frontage roads along I-80.**
 - **Removes traffic from the existing I-80 eastbound off ramp to S.R. 224,** which should reduce the vehicle queuing length.
 - The addition of **transit/HOV-only ramps would give transit a “back-door” entrance into Kimball Junction** without ever mixing with S.R. 224 traffic, which would greatly improve transit time reliability.

A-1

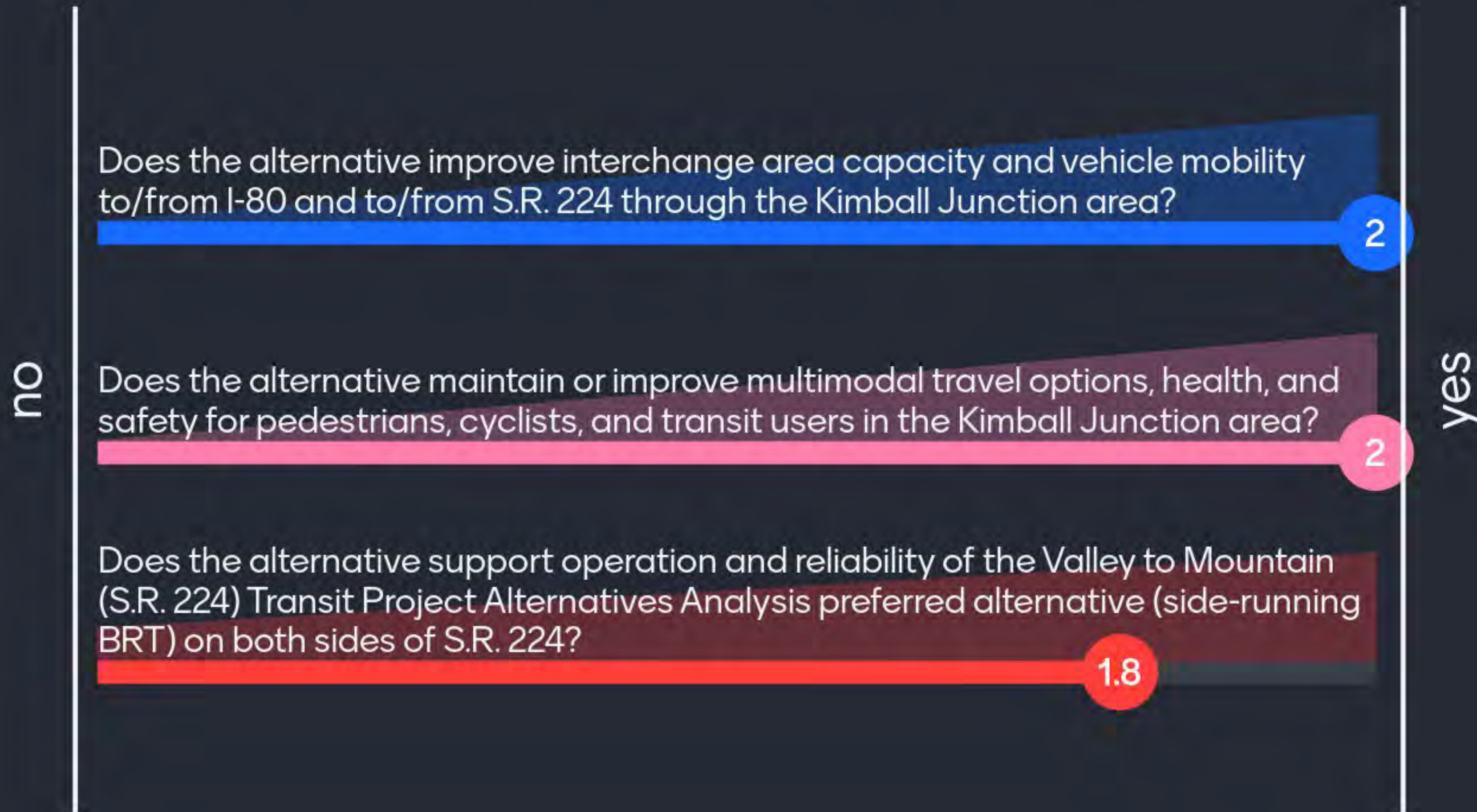
■ Alternative A-1 – Disadvantages

- Might not divert enough traffic away from S.R. 224 to significantly improve S.R. 224 operations or might **need to be combined with other S.R. 224 improvements to properly work.**
- Heavy **northbound S.R. 224 to westbound I-80 traffic movement likely would not be dramatically improved.**
- This is a **relatively expensive alternative** that requires two new bridges and new wall-supported elevated roads.
- The **addition of transit/HOV-only ramps would add a substantial** cost to the alternative.

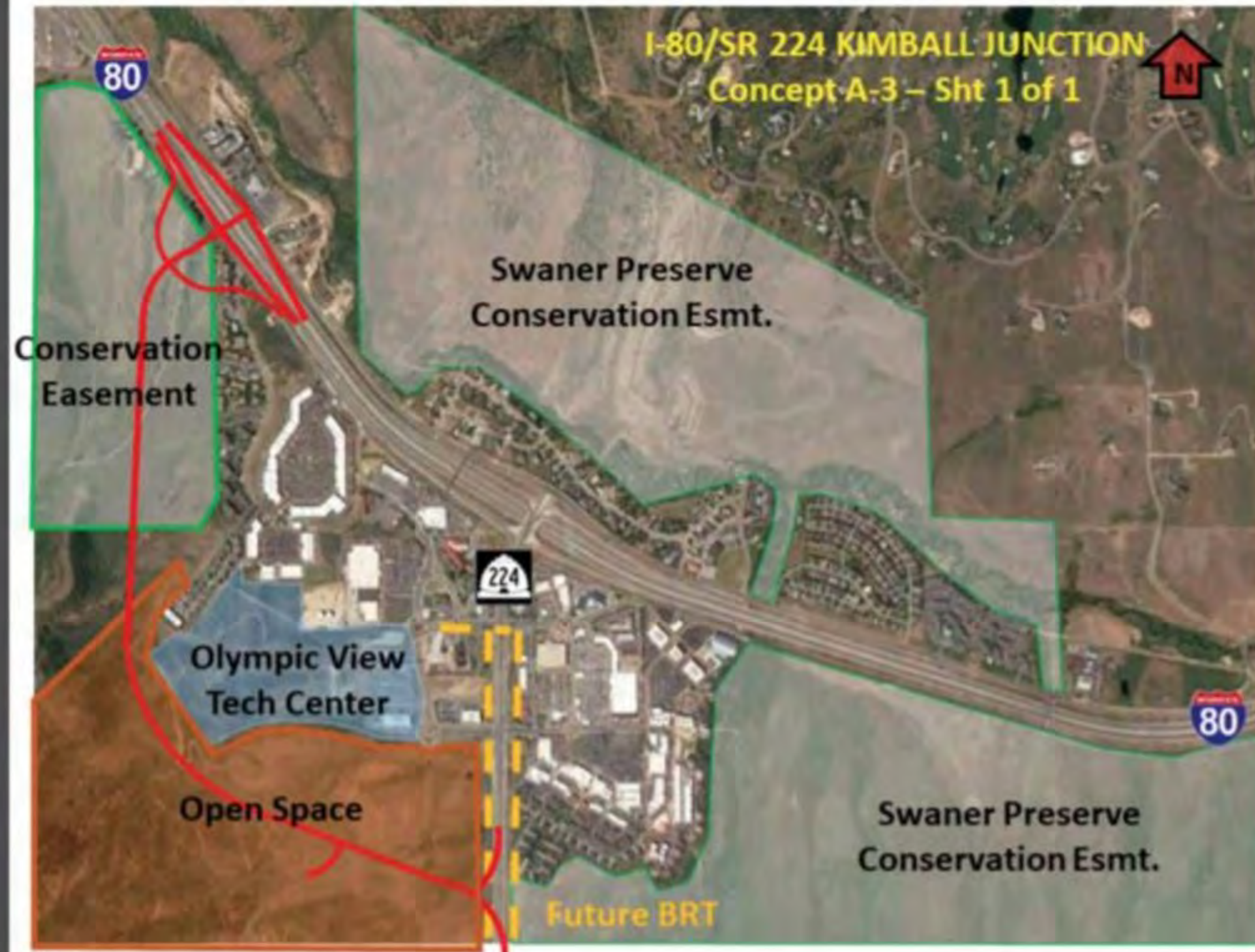
Short Term / Phased Implementation

- **A one-way frontage road configuration is generally an all-or-nothing strategy** in order to achieve any meaningful benefits and to maintain access points. Therefore, no short-term, low-cost phases of this alternative are apparent.

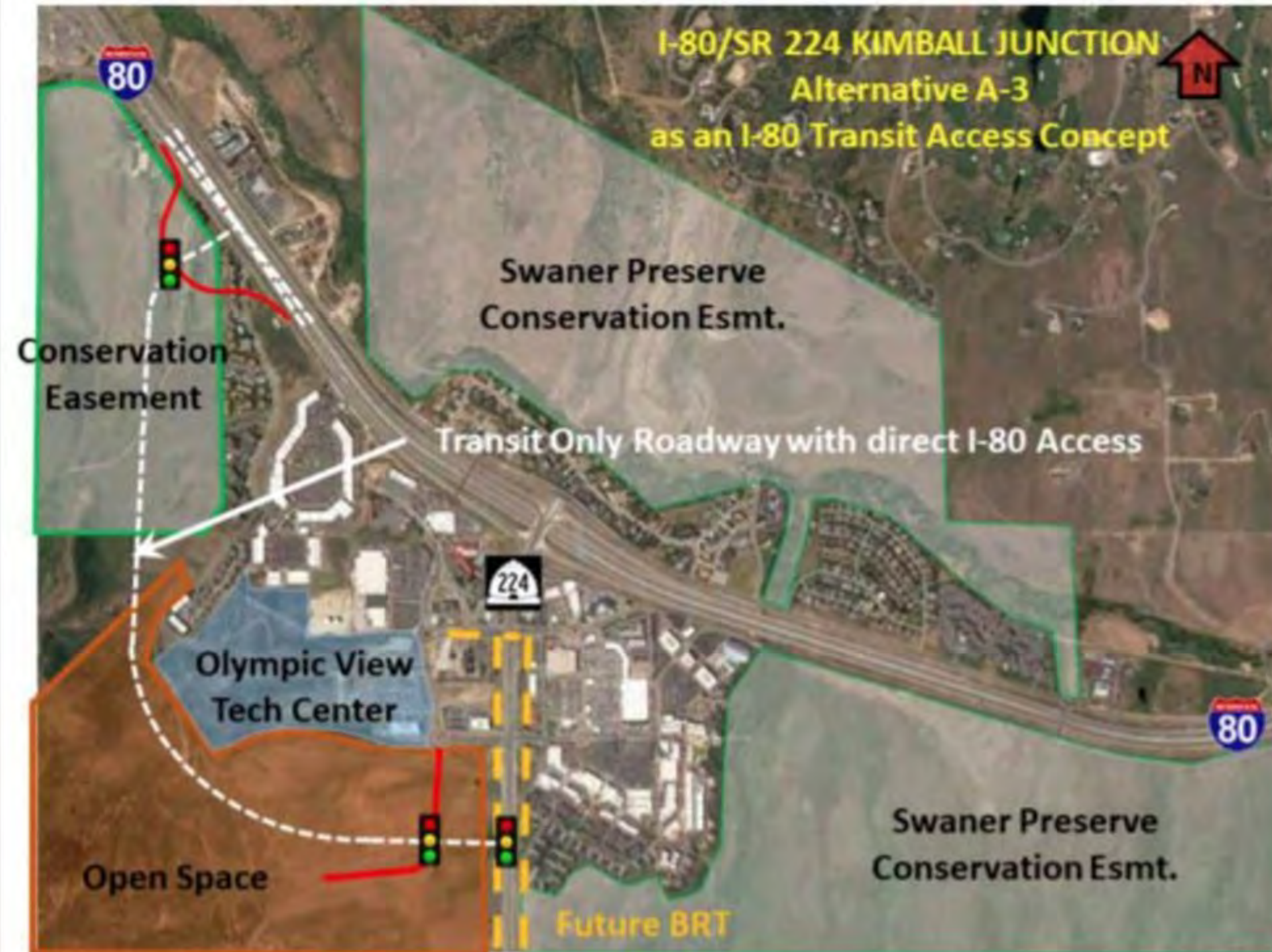
Does A-1 meet the following criteria?



A-3



A-3



A-3

- Alternative A-3 - Advantages
- Effectively **separates the traffic between Park City and I-80 from the traffic generated by the Kimball Junction development while minimizing impacts to existing development.**
- Eliminating the Park City through traffic from Kimball Junction could make **Kimball Junction a more walkable and transit-oriented neighborhood.**
- Retains existing **two-way frontage roads** along I-80
- Divides traffic from the existing I-80 eastbound off ramp to S.R. 224 to two separate ramps, which **should reduce the vehicle queuing length.**
- Provides an **alternate access point into the planned Olympic View Tech Center.**
- **If repurposed as a transit/HOV-only bypass road, provides a “back-door” transit/HOV access to the transit center in Kimball Junction,** which could improve transit reliability and travel times.
- Without knowing the cost of the new right of way, the study team assumes that the construction **costs would be relatively low compared to other alternatives,** since much of the construction would occur away from existing development and traffic.

A-3

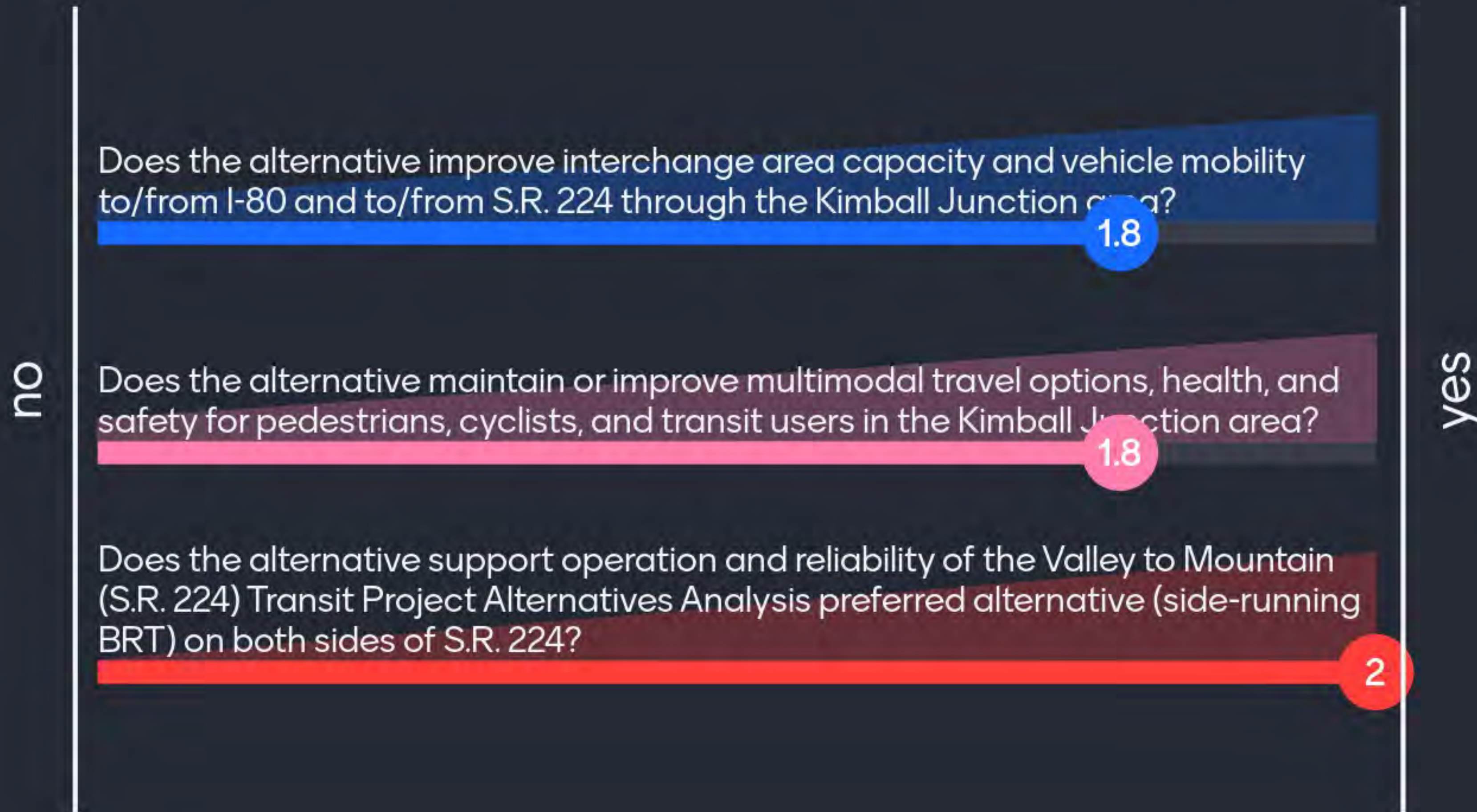
- Alternative A-3 - Disadvantages
- Requires new right of way through what is currently designated as conservation easement and open space.
- Environmental mitigation and costs to acquire the right of way are unknown and therefore are a risk.
- Owners of Kimball Junction–area businesses might believe that the bypass could **reduce their drive-by business**.

Short Term / Phased Implementation

- Generally, this alternative is an **all-or-nothing strategy**. Therefore, short-term, low-cost phases of this alternative are not likely.
- The only exception could be that the bypass road is constructed only between S.R. 224 and the I-80 two-way frontage road, in the hope that the Park City through traffic might divert to the Homestead Road interchange, though it is highly unlikely that this design would operate well.

Per Summit County staff, this bypass alternative has been previously discussed during the Kimball Junction neighborhood planning process.

Does A-3 meet the following criteria?

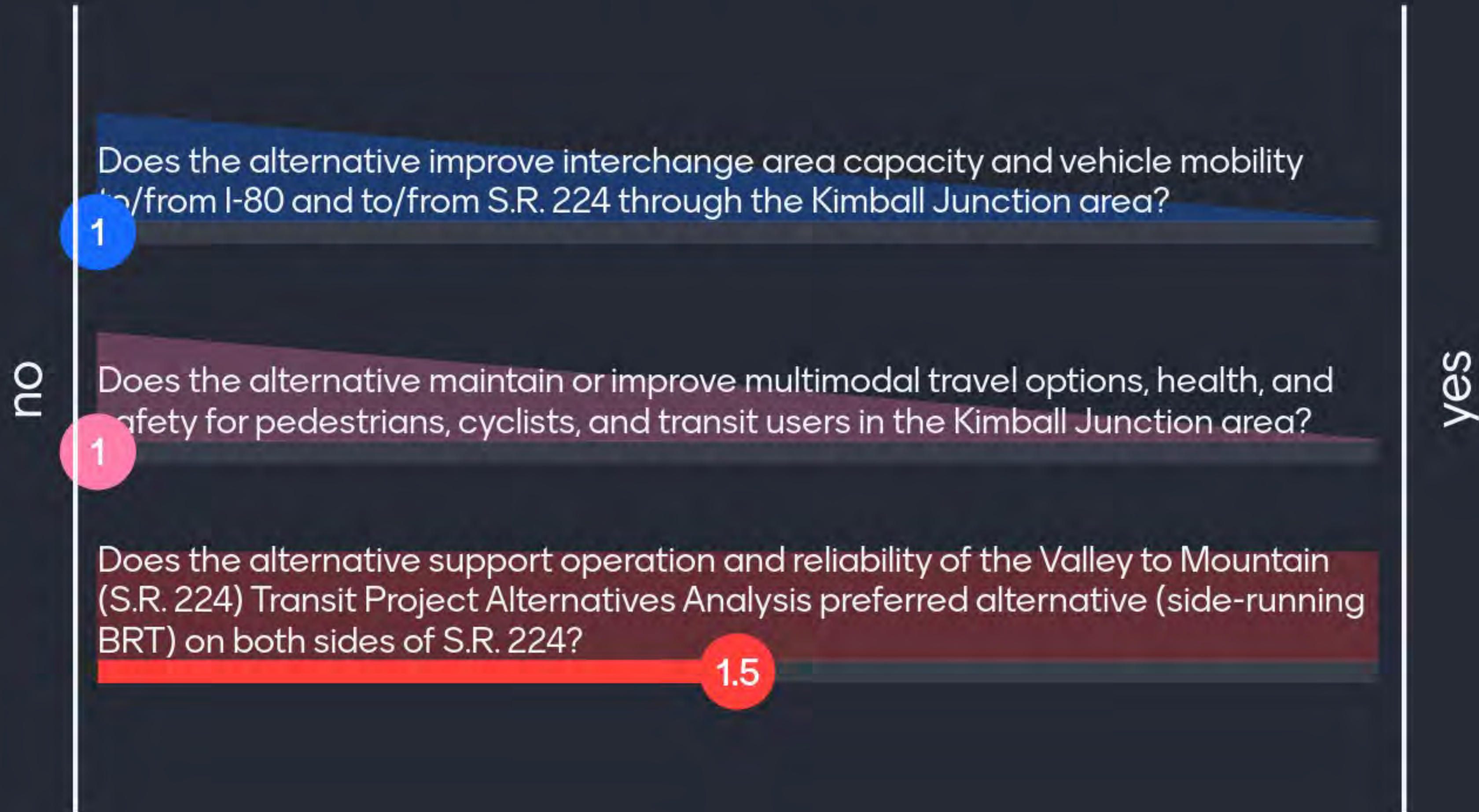


D-13



- **Alternative D-13**
- *Bypass lanes. Similar to Alternative A-2, construct direct-connect (bypass) lanes for the eastbound I-80 to southbound S.R. 224 and northbound S.R. 224 to westbound I-80 through movements.*
- *The bypass lanes would start south of Olympic Parkway (just north of Bear Cub Drive) and continue to their respective I-80 connections.*
- *The northbound S.R. 224 to westbound I-80 portion would require a flyover bridge south of Olympic Parkway and also a flyover bridge over I-80.*

Does D-13 meet the following criteria?



MENTI EXERCISE FOR LEVEL 1B SCREENING

Group B:

Alternatives Focused on Improvements
along S.R. 224

Alternatives Removed

MENTI EXERCISE FOR LEVEL 1B SCREENING

Group C:

Alternatives That Combine
Improvements on I-80 and
along S.R. 224

Includes C-3 and C-5

C-3



C-5



C-3 AND C-5

- Alternative C-3 and C-5 - Advantages
- **Park City through movements do not intermix with Kimball Junction traffic.**
- **One-way frontage roads maintain local access** via right-in/right-out access.
- Separating the Park City through traffic from Kimball Junction local traffic could make Kimball Junction a much **more walkable and transit-oriented development.**
- **Minimal right-of-way** impacts.
- **Constructability and maintenance of traffic during construction would be straightforward**, since frontage roads could be built first before opening up the median to construct the bypass.
- For the most part, **the transit/HOV-only lanes would likely lead to less delay and better travel times for transit vehicles**; however, operations of specific transit routes in the study area in relation to the **proposed transit/HOV-only lanes would be studied in subsequent phases.**

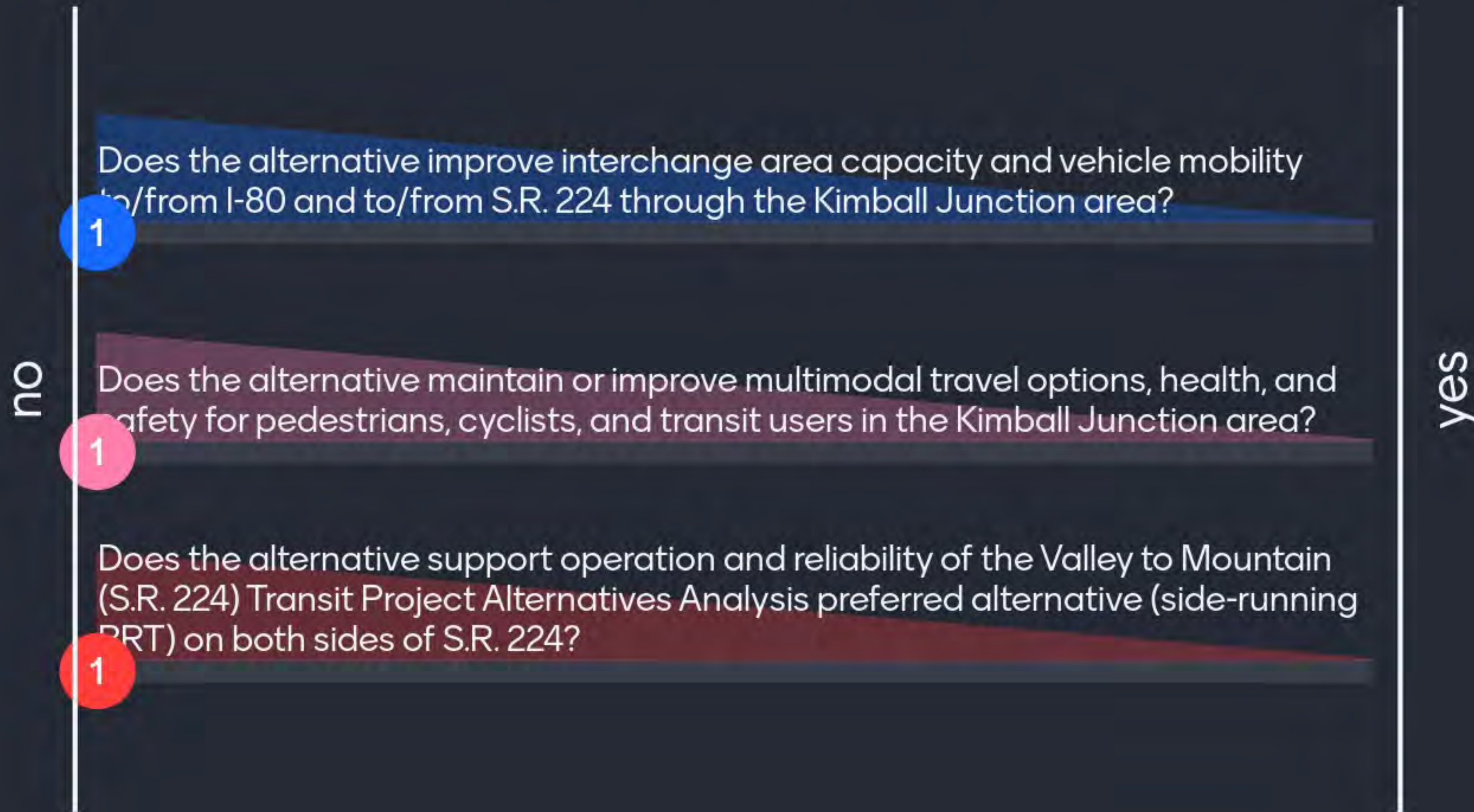
C-3 (HIGHLIGHTED) AND C-5

- **Alternative C-3 - Disadvantages**
- Elevating S.R. 224 could **create snow-removal issues and visual and noise impacts.**
- **Discontinuous Ute Boulevard forces westbound traffic to Olympic Parkway. Eastbound Ute Boulevard traffic uses the frontage roads and U-turn.**
- **Third-level** elevated flyover at the interchange.
- Construction **cost would be relatively high.**
- **Disrupting east-west connectivity would negatively impact transit routes and riders** by decreasing connectivity and increasing travel times.

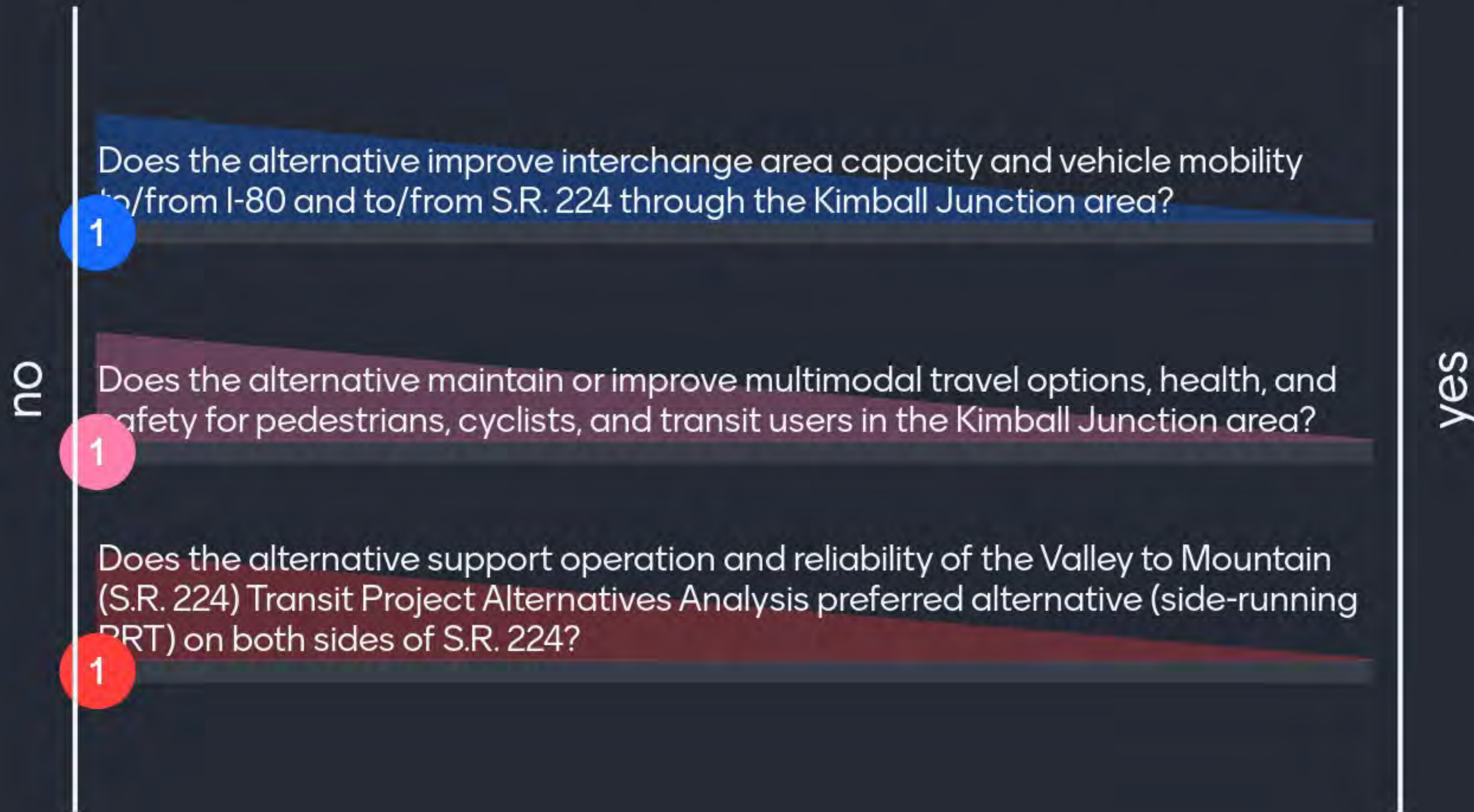
Short Term / Phased Implementation

- It might be **possible to construct only the S.R. 224 bypass portion of the design**, assuming that the interchange can accommodate the increased traffic that is currently metered by the traffic signal systems. The **flyover would be needed if the interchange fails (that is, the interchange movements operate at a level of service of LOS F).**

Does C-3 meet the following criteria?



Does C-5 meet the following criteria?



MENTI EXERCISE FOR LEVEL 1B SCREENING

Group D:

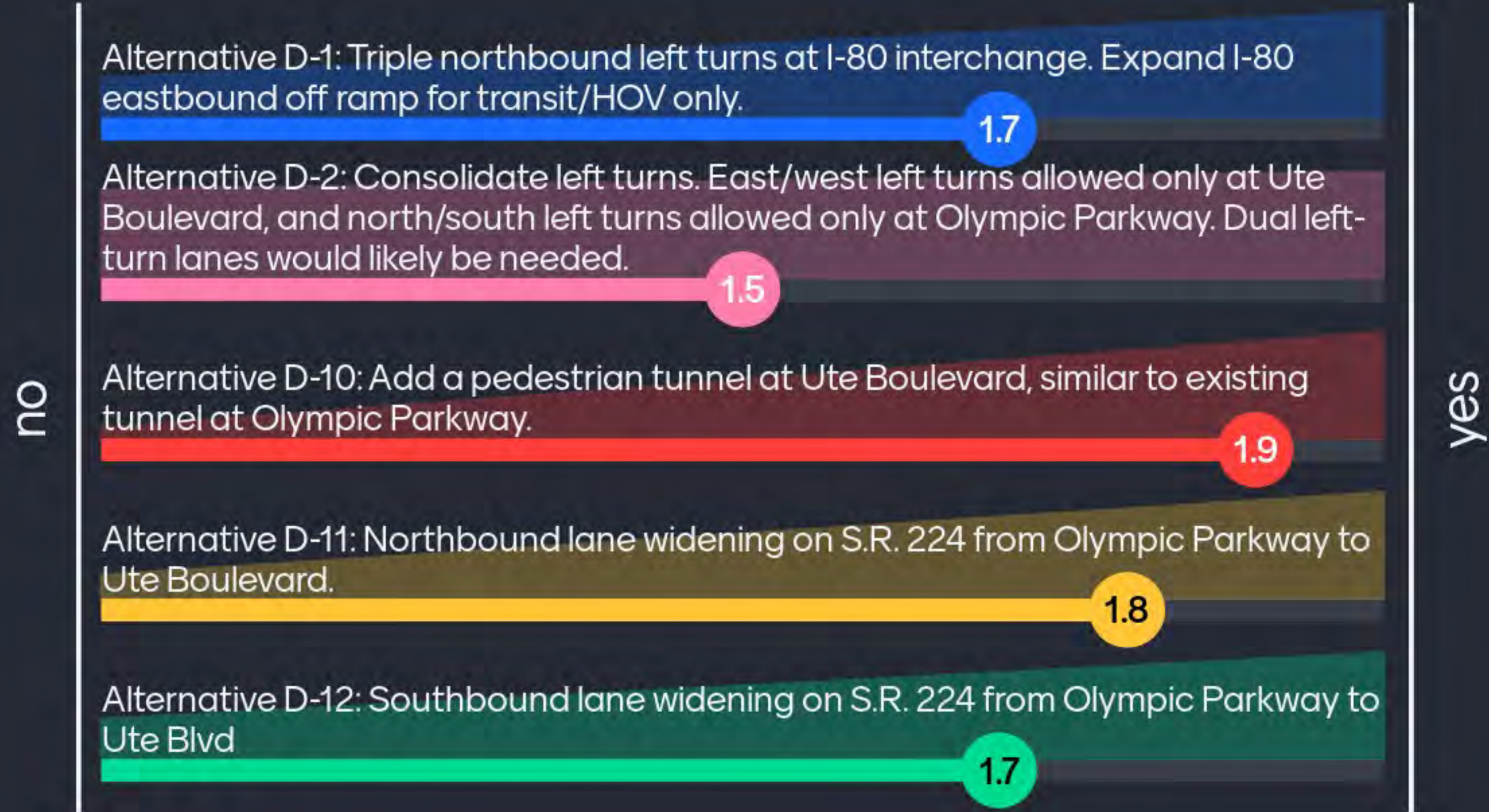
Alternatives That Combine
Improvements on I-80 and
along S.R. 224

Excludes D-4 and D-5

D-1, D-2, D-10, D-11, AND D-12

- **Alternative D-1:** *Triple northbound left turns* at I-80 interchange. Expand I-80 *eastbound off ramp for transit/HOV only*.
- **Alternative D-2:** Consolidate left turns. *East/west left turns allowed only at Ute Boulevard, and north/south left turns allowed only at Olympic Parkway*. Dual left-turn lanes would likely be needed.
- **Alternative D-10:** *Add a pedestrian tunnel at Ute Boulevard*, similar to existing tunnel at Olympic Parkway.
- **Alternative D-11:** *Northbound lane widening* on S.R. 224 from Olympic Parkway to Ute Boulevard.
- **Alternative D-12:** *Southbound lane widening* on S.R. 224 from Olympic Parkway to Ute Blvd

Do the following alternatives meet all three criteria?



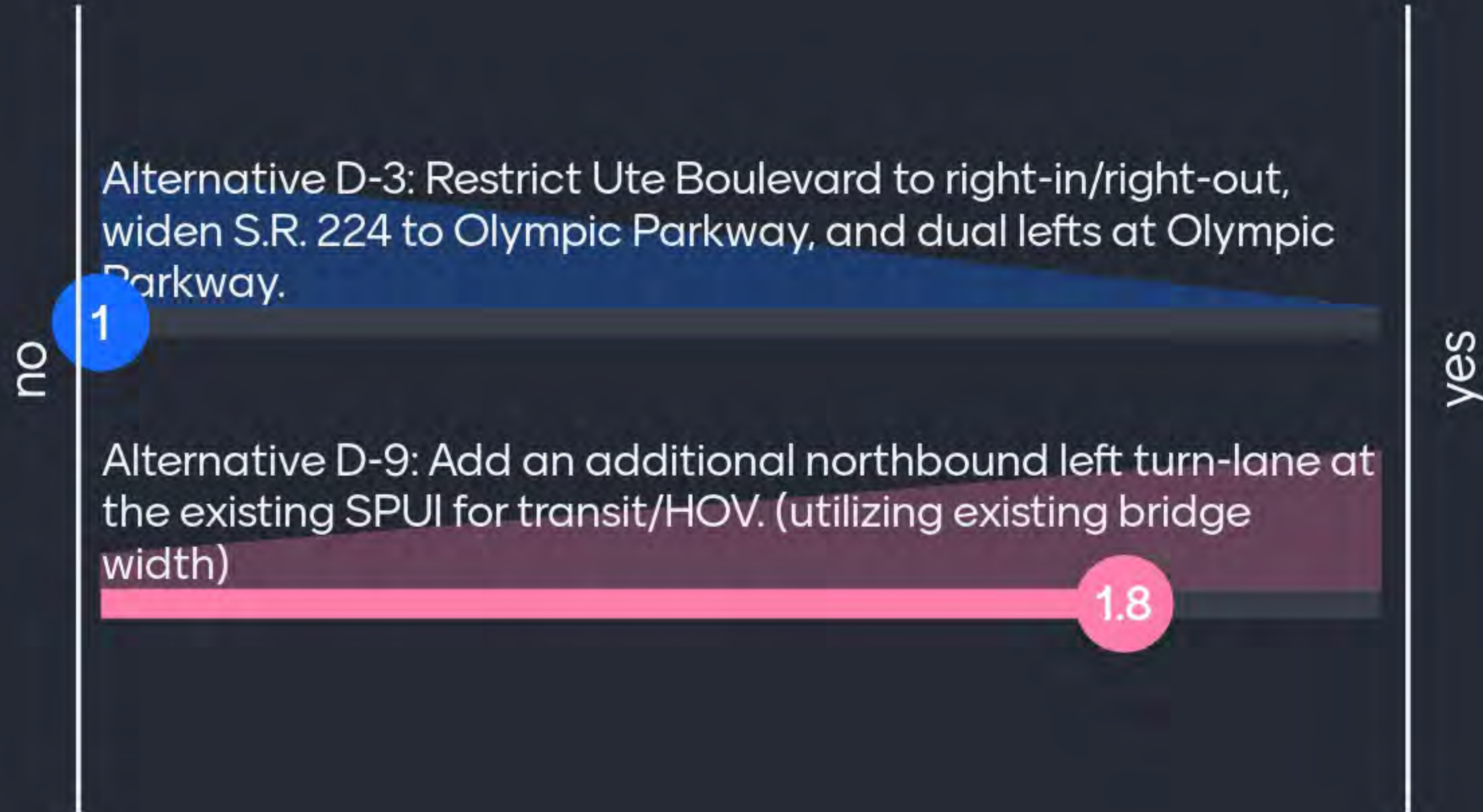
D-3 & D-9



D-3 AND D-9

- **Alternative D-3:** *Restrict Ute Boulevard to right-in/right-out, widen S.R. 224 to Olympic Parkway, and dual lefts at Olympic Parkway.*
- **Alternative D-9:** *Add an additional northbound left turn-lane at the existing SPUI for transit/HOV.* (There appears to be space utilizing the existing bridge width). This alternative is similar to Alternative D-1 but incorporates the transit/HOV-only aspect.

Do the following alternatives meet all three criteria?



D-6 AND D-7

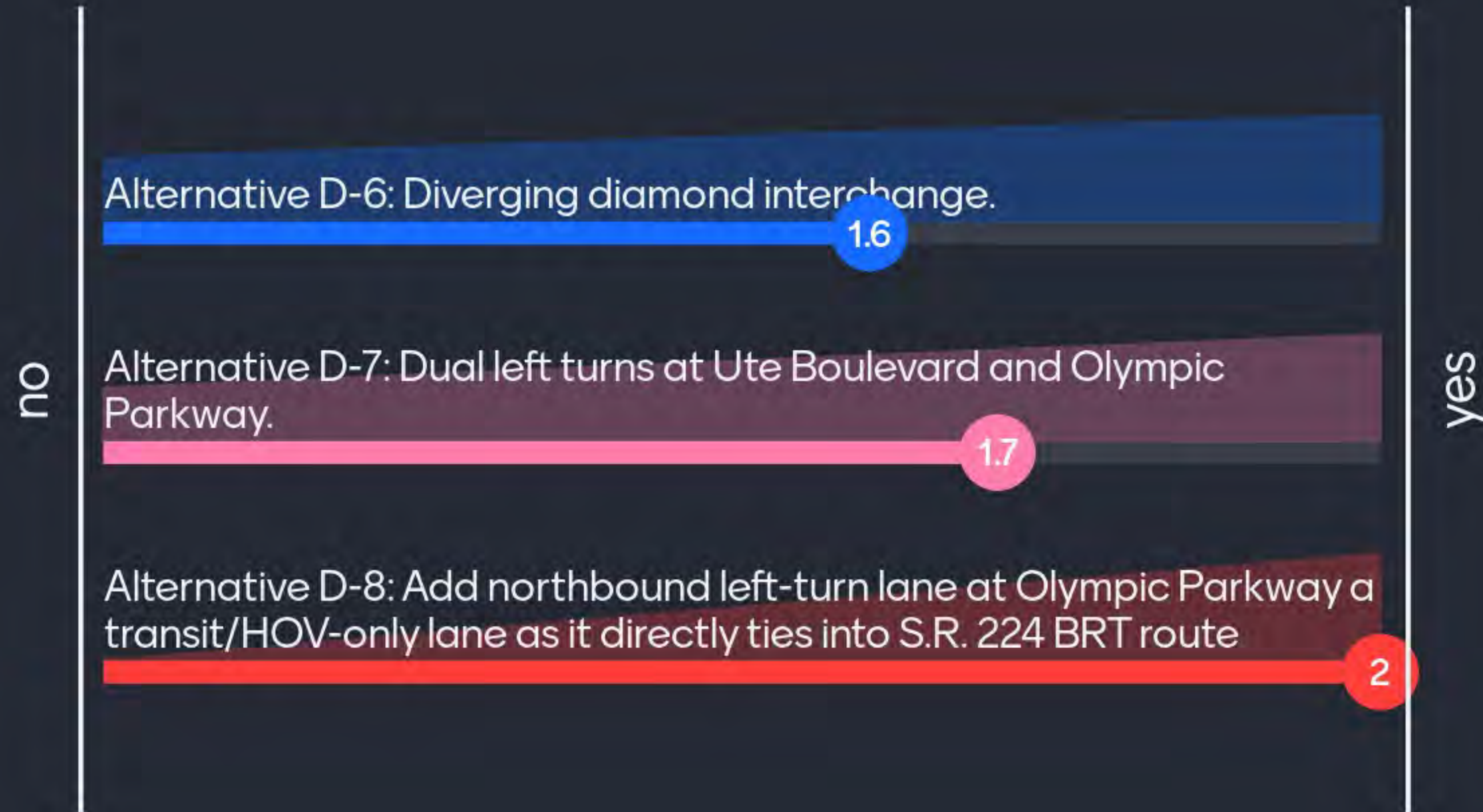


D-8

Alternative D-8: Add northbound left-turn lane at Olympic Parkway a transit/HOV-only lane as it directly ties into S.R. 224 BRT route



Do the following alternatives meet all three criteria?



D-14

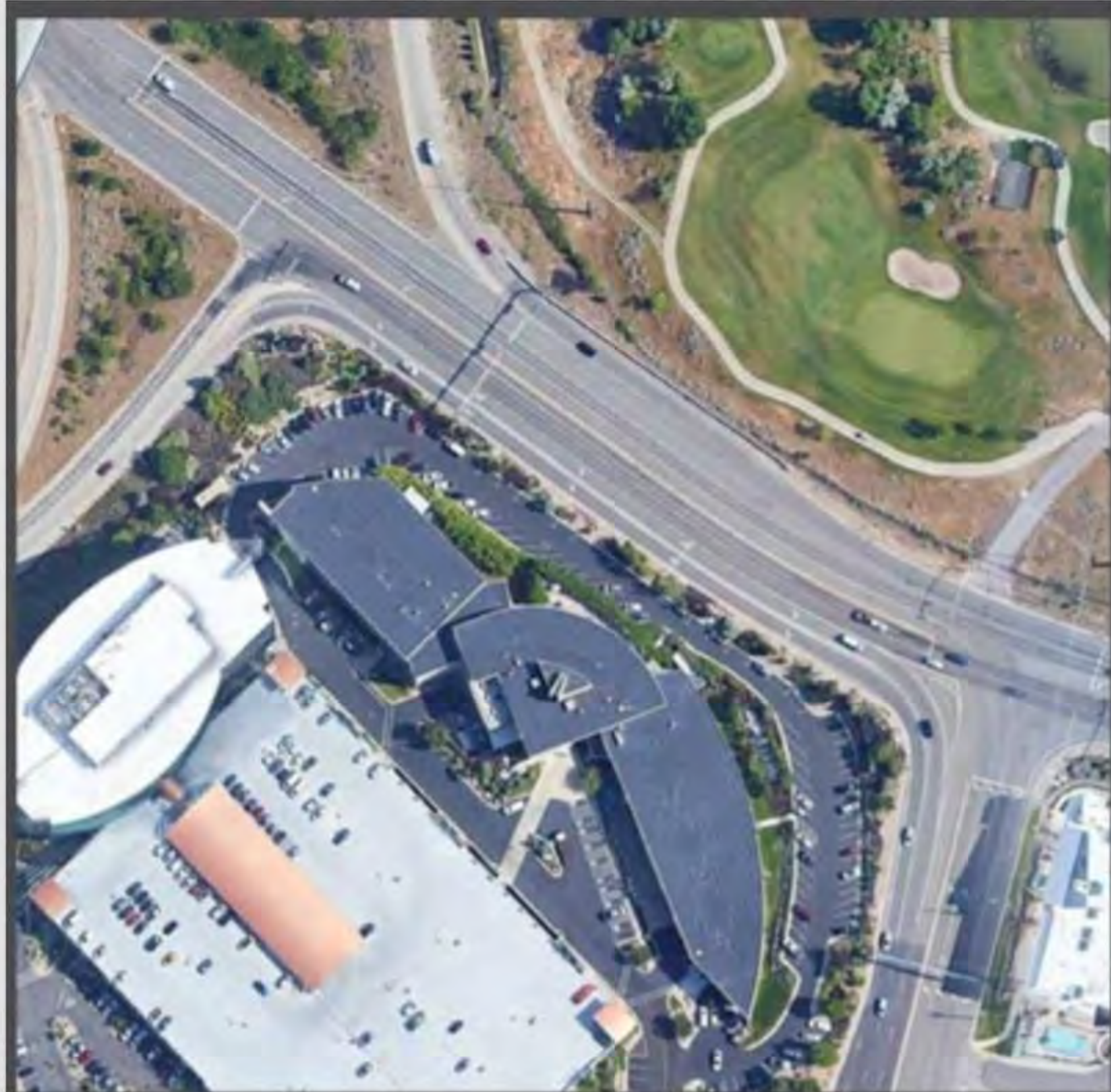
New Connection and possible traffic signal at Bear Cub Drive: Build straightline spur off of Olympic Parkway at the bend and connect to Bear Cub Drive with a new traffic signal at Bear Cub Drive and S.R. 224.

This could offer drivers coming from locations on the east side of **S.R. 224 a parallel option** to S.R. 224 and could reduce the S.R. 224 traffic burden. Additionally, this new connection **could accommodate buses traveling from the Kimball Junction Transit Center to points south**, allowing buses to bypass the congestion on S.R. 224 at Kimball Junction.



D-15

Incorporate a **transit/HOV-only right-turn lane from the eastbound I-80 off ramp to Ute Boulevard**. This concept would be similar to the dedicated right-turn lane from the northbound I-215 off ramp to southbound 3000 East in Salt Lake County (I-215/6200 South interchange), as shown in Figure 28.

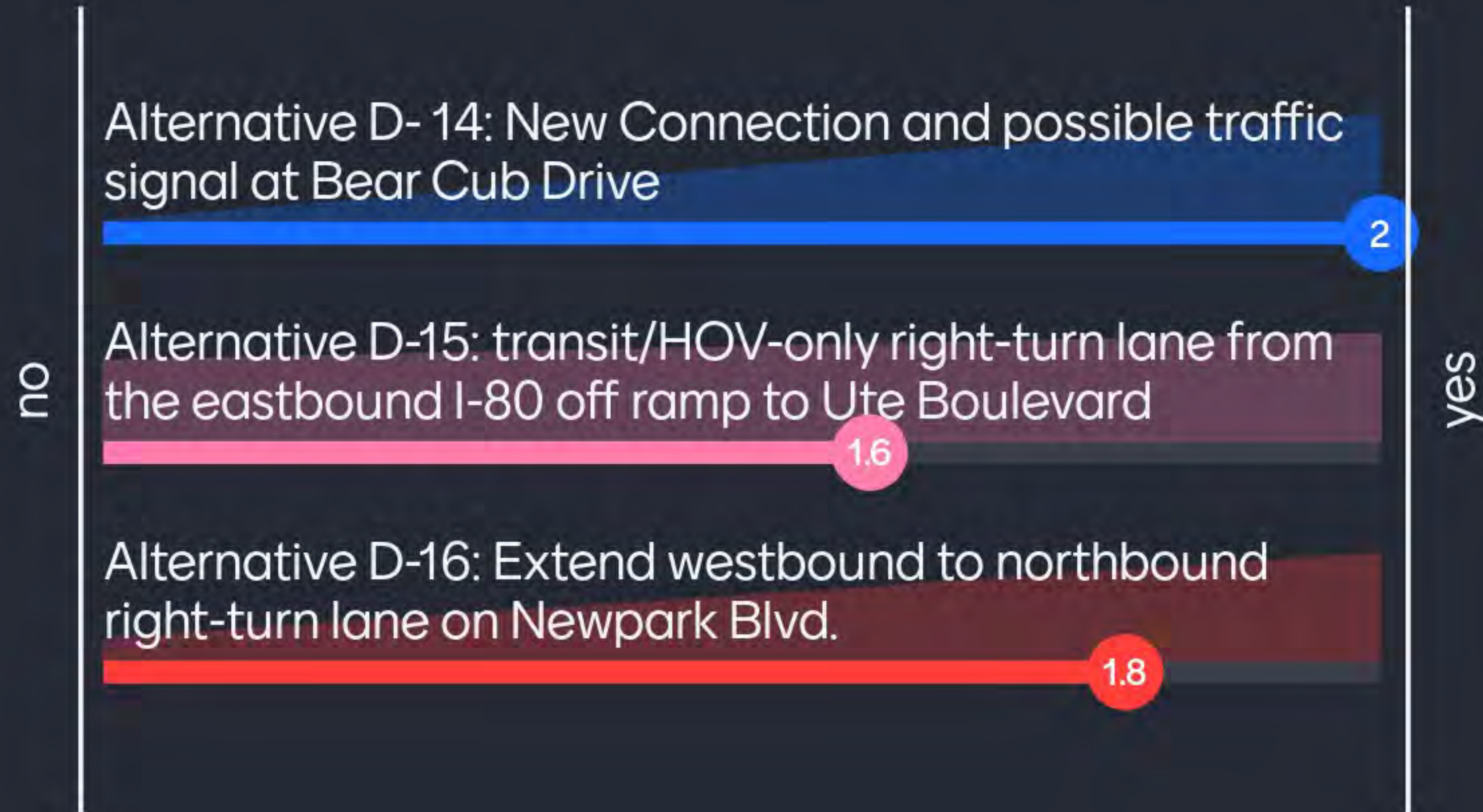


D-16

Extend westbound to northbound right-turn lane on Newpark Blvd. This alternative would provide more vehicle storage for the westbound right-turn lane on Newpark Blvd. between S.R. 224 and Redstone Avenue. The right-turn lane is heavily used so any **additional storage that could be provided will help keep the through lanes accessible.** This alternative could also include a signal adjustment to add right-turn overlap which would allow the right-turn lane to clear while the opposing left turn is in progress.



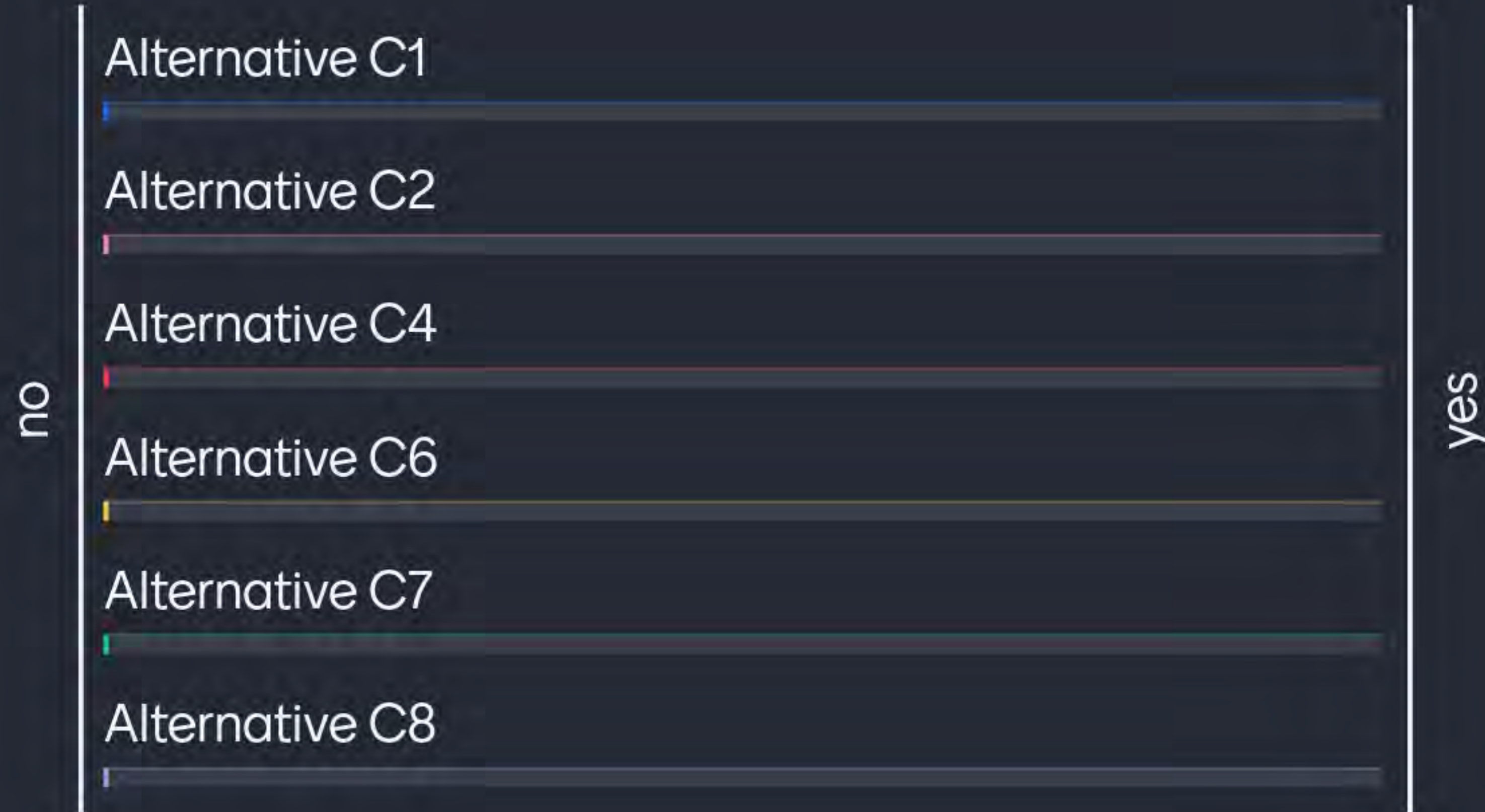
Do the following alternatives meet all three criteria?



Do the following alternatives meet all three criteria?



Do the following alternatives meet all three criteria?



D-4 AND D-5 (ELIMINATED)



KIMBALL JUNCTION AND S.R. 224 AREA PLAN PUBLIC SURVEY #2 RESULTS

March 2021

INTRODUCTION

ABOUT THE STUDY

Together, the Utah Department of Transportation (UDOT), Summit County, and Park City are conducting a study (the Area Plan) to evaluate capacity, mobility, and multimodal transportation solutions at the interchange of Interstate 80 (I-80) and State Route (S.R.) 224 and surrounding areas. Once the study is complete, the Area Plan will provide a set of solutions that will move on for further evaluation of feasibility and identification of potential funding mechanisms for implementation. The Area Plan is a state-supported local planning process that relies on public participation to provide input on proposed transportation solutions in the community. A previous public survey was administered in the spring of 2020 to vet the problems and opportunities in the study area, as well as the study goals, with the public.

ABOUT THE SURVEY

The study team administered a second public survey during the winter of 2021 to gather input and data about potential transportation improvement options, developed by the study partners, in the Kimball Junction area. The alternatives developed as part of this study include short- and long-term alternatives that were developed based on the problems and opportunities identified in the study area. The alternatives range from modest investments in shared-use, multimodal roadway improvements to major investments in new interchange and intersection design in order to determine which mix of improvements achieves the greatest mobility and related benefits, balanced against costs and impacts to communities and the environment.

The alternatives evaluation process included developing screening criteria based on addressing the problems and opportunities and study goals. Community sentiment regarding the alternatives was one of the screening criteria.

The survey comprised both quantitative criteria ranking from least to most important and qualitative open-ended comments. The survey was available for four weeks from January 13, 2021, to February 12, 2021, at <https://kimballjunctionareaplan.com/>.

SURVEY PROMOTION

The survey was advertised in the following ways (*see Appendix A*):

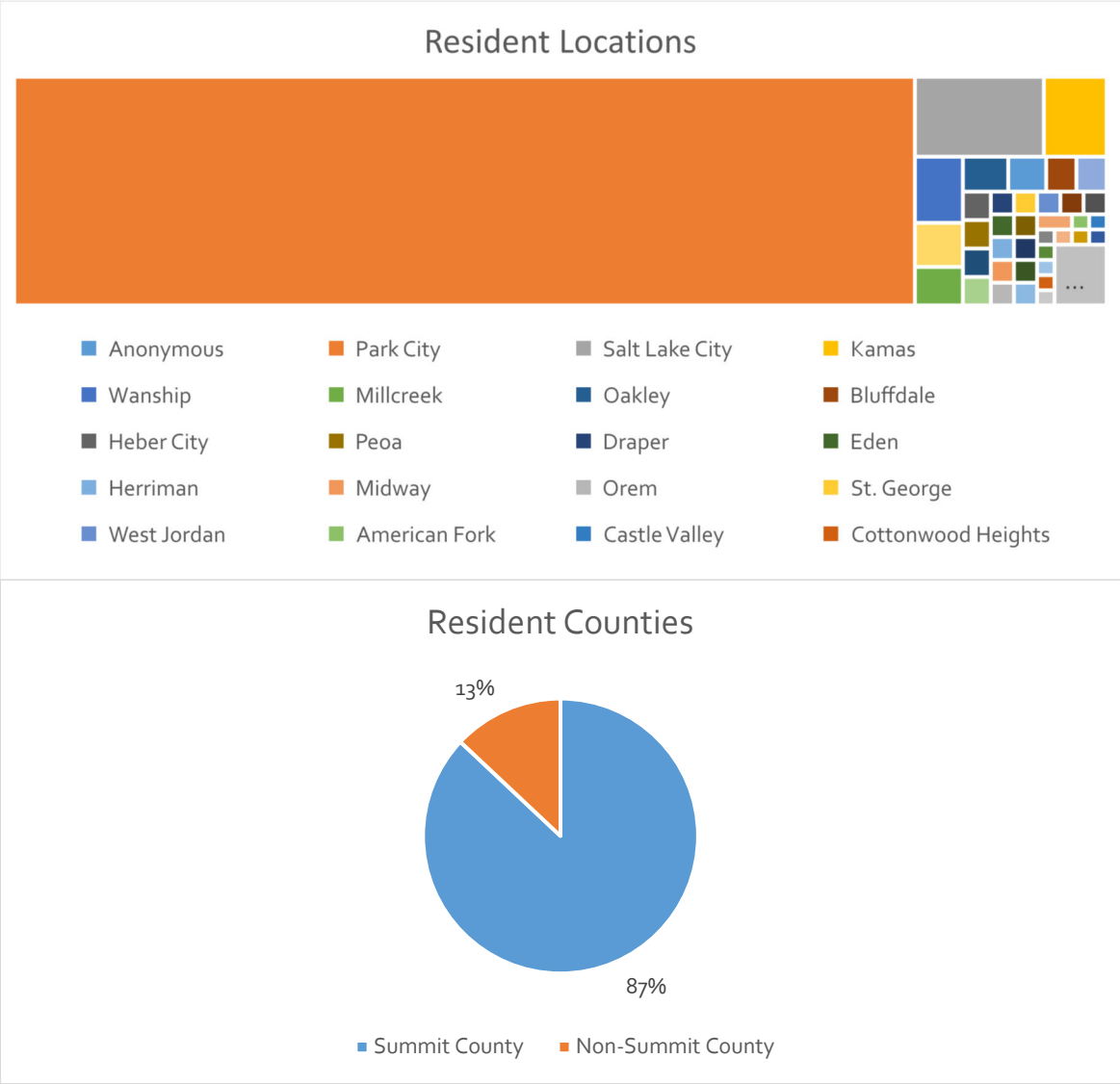
- A *Park Record* display ad with 10,000 paid impressions
- UDOT and Summit County social media
- Summit County email blast to key stakeholders in the area
- [Summit County is weighing Kimball Junction traffic solutions | The Park Record](#)
- [Summit Council Considers Traffic Relief for Kimball Junction While Public Gives Input | KPCW](#)
- [UDOT Kimball Junction Survey Deadline Extended | KCPW](#)

SURVEY RESPONSE

This document details participants’ ranked criteria and open-ended comments about the four alternatives being considered for the Kimball Junction area. Patterns, trends, and preferences are noted in each section to support UDOT and Summit County’s future planning and development for the area.

DEMOGRAPHICS

About 1,012 participants completed the survey and 947 responses provided a residential zip code, indicating that 87% of participants reside in Summit County.



PART 1: ALTERNATIVE OPTIONS AND EVALUATION

ABOUT THE SURVEY

The study team developed over 30 short-and long-term capacity improvements and multimodal modal transportation solutions based on the problems and opportunities in the study area and public comments received during Public Survey #1. Four alternative “bundles” passed initial screening conducted by the study team and project partners. Community input was solicited on the four remaining solutions. Each alternative provided the following information:

- Alternative description
- Benefits
- Implementation phasing or limitations

RANKING CRITERIA AND METHODOLOGY

Participants were asked to review the four alternatives and assess how suitable they felt each alternative was for the area on a scale of 1 (Poor) to 5 (Excellent). In addition, participants were asked to rank each alternative according to criteria that were developed based on the eight guiding themes of the study:

- Improve participant’s commute
- Reduce automobile congestion in the Kimball Junction area
- Improve participant’s access to Kimball Junction area businesses and health resources
- Improve multimodal transportation opportunities
- Promote safer walking and cycling in the Kimball Junction area
- Create a place where there are viable travel alternatives to using a car
- Improve environmental sustainability and community health
- Fit the character and scale of the community and is complementary to the landscape

RESULTS ANALYSIS

For each alternative, this analysis in this report provides the following:

- An explanation of each alternative
- A scored table of ranking criteria
- A bar chart from the ranking table
- Key takeaways

ALTERNATIVE 1: TIGHT-DIAMOND INTERCHANGE WITH TEXAS U-TURNS AND ONE-WAY FRONTAGE ROADS

A tight-diamond interchange with Texas U-turns and half-diamond interchanges on opposing sides interconnected by one-way frontage roads and a pedestrian tunnel at Ute Blvd.

Approximately 50% of interchange traffic uses Kimball Junction to access commercial, residential, and recreational locations. This alternative will distribute interchange traffic to two half-diamond interchanges on opposing sides of I-80 that provide direct access to Kimball Junction. The one-way frontage road will further disperse traffic and provide easier access to residential and commercial locations.

BENEFITS:

- New half-diamond interchanges provide direct access to Kimball Junction
- Frontage roads separate local traffic
- One-way frontage roads provide new access points into Kimball Junction on the south side of I-80
- A half-diamond interchange west of the S.R. 224 interchange will add I-80 median access ramps to and from the west for transit/high-occupancy vehicle (HOV)-only use
- Optional transit/HOV-only ramps are included in this alternative
- A pedestrian tunnel built under S.R. 224 at Ute Blvd. (similar to the existing tunnel at Olympic Pkwy.) will increase connectivity and comfort

IMPLEMENTATION:

- Alternative 1 will be considered incrementally
- Dual left turns at Ute Blvd. and Olympic Pkwy. and an outside northbound left-turn lane at Olympic Pkwy. for transit/HOV-only vehicles could be added and screened



Per the ranking methodology, ranking is based on the following criteria:

- Suitability opinion for the area ranked from 1 (Poor) to 5 (Excellent)
- How well the alternative would fit the needs of the community from 1 (Poor) to 5 (Excellent)
- An average of the alternative ranking categories

Alternative 1: How well would this fit the needs of the community?

Suitability opinion **2.12**

Improve your commute **2.04**

Reduce automobile congestion in the Kimball Junction area **2.18**

Improve your access to Kimball Junction area businesses and health resources **2.14**

Improve multimodal transportation opportunities **2.12**

Promote safer walking and cycling in the Kimball Junction area **2.06**

Create a place where there are viable travel alternatives to using a car **1.97**

Improve environmental sustainability and community health **1.94**

Fit the character and scale of the community and is complementary to the landscape **2.01**

Overall average **2.06**

KEY TAKEAWAYS:

- Mixed reaction to Alternative 1
- General sentiment that this traffic configuration is complicated and would be difficult to navigate
- Participants responded that this alternative would improve ingress/egress at Kimball Junction and I-80 but might not reduce congestion or improve mobility and access
- Positive reception for a pedestrian tunnel
- Comments are unsure that traffic to and from S.R. 224 would be addressed by this alternative

COMMENTS

Following is a sampling of comments about Alternative 1 that show the overall trends, patterns, and attitudes of participants:

Much less impactful to residents in area by actually making pedestrian traffic easier. Local traffic separation is beneficial.

Difficult to understand

Would rate higher but will take too long to construct.

Does not connect the East & West sides, of the neighborhood, does not reduce traffic congestion. Bad option.

With many tourists and short term residents in the area, this option would provide high congestion from confusing lane departures and expectations. Already there are too many people in the wrong lanes, get into the wrong spot, or do not realize that a lane is merging which causes unnecessary congestion.

This option does not address the issue at hand - traffic lights at kimball junction/ red stone. Doing anything else other than eliminating lights to access or exit the highway is a futile effort.

I think the frontage roads may help redirect local traffic. I love the idea of a pedestrian tunnel under Ute Blvd.

I really dislike one-way frontage roads. I understand why they appeal to the planner but the reality on the ground for the user is super inconvenient. You save space-on-the ground to do more with moving commuters but inconvenience the local resident too much.

I don't think it will helpful for the residences in the area. I think it will be bad for our health and wellness.

It looks like this plan would make it easier to get on and off I80 and into Kimball junction/Redstone with HOV accommodations and minimal impact to surrounding open spaces. I like that. Also appreciate an additional pedestrian tunnel under Ute.

This alternative appears to meet many needs of decreasing congestion, improving bike and pedestrian traffic and allow for alternative and HOV improvements. Does not destroy valuable open space.

ALTERNATIVE 2: TRANSIT/HOV-ONLY BYPASS ROAD CONCEPT

A transit/HOV-only bypass road through the interchange's southwest quadrant to offer an alternative route for transit and HOV vehicles traveling to and from I-80.

Studies show that about 20% to 30% of traffic in the peak direction of flow during both the morning and afternoon travel periods comprises HOVs (that is, cars with two or more occupants). This alternative will relieve some of the traffic that currently uses the Kimball Junction interchange and improve travel times and mobility for westbound travelers.

BENEFITS:

- The alternative offers a bypass for transit and HOV vehicles between the Ecker Hill park-and-ride lot and the Kimball Junction Transit Center
- This alternative should not substantially increase traffic on the roundabout near the Ecker Hill park-and-ride lot
- Center-median exits from I-80 will be available to transit and HOV vehicles only; non-HOV users will not have access to the bypass
- A new connection and possible traffic signal added at Bear Cub Dr. to serve S.R. 224 south of Kimball Junction
- Resort shuttles and school buses will potentially use this bypass
- This will directly benefit local Park City transit routes 6 and 7 as well as the Utah Transit Authority's (UTA) Park City–Salt Lake City (PC-SLC) Connect bus service
- This alternative will run along the eastern edge of the Hi-Ute conservation easement with the least amount of encroachment onto the easement as possible
- The Millennium Trail will be reconstructed on the west side of the bypass road and a new pedestrian crossing included at the northern end of the bypass road

IMPLEMENTATION:

- Enforcement of the transit and HOV-only use would need to be determined
- Level 2 screening will determine whether the transit/HOV-only demand is high enough to benefit the Kimball Junction interchange area

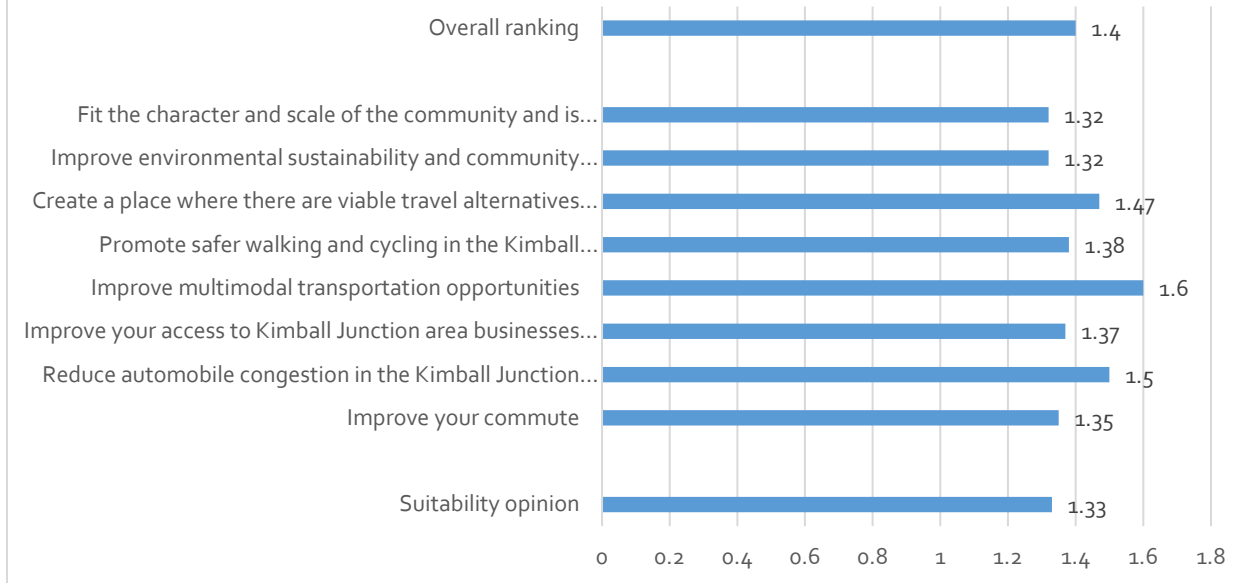


Per the ranking methodology, ranking is based on the following criteria:

- Suitability opinion for the area ranked from 1 (Poor) to 5 (Excellent)
- How well the alternative would fit the needs of the community from 1 (Poor) to 5 (Excellent)
- An average of the alternative ranking categories

Alternative 2: How well would this fit the needs of the community?	
Suitability opinion	1.33
Improve your commute	1.35
Reduce automobile congestion in the Kimball Junction area	1.50
Improve your access to Kimball Junction area businesses and health resources	1.37
Improve multimodal transportation opportunities	1.60
Promote safer walking and cycling in the Kimball Junction area	1.38
Create a place where there are viable travel alternatives to using a car	1.47
Improve environmental sustainability and community health	1.32
Fit the character and scale of the community and is complementary to the landscape	1.32
Overall average	1.4

Alternative 2: How well would it fit the needs of the community



KEY TAKEAWAYS:

- Received lowest overall rating among the four alternatives
- Almost universal community rejection for going through the conservation easement
- Does not solve congestion or traffic build-up
- An HOV lane will take up more space and conflict with the general feel of the community and will not provide enough benefits; do not expand Bear Club Dr. through open space
- Potential safety risks near middle school
- Reduces recreational options instead of expanding them by replacing trails with an HOV lane

COMMENTS

The following is a sampling of comments about Alternative 2 that show overall the trends, patterns, and attitudes of participants:

Encroaches on openlands and is unacceptable.

This is a poor solution because it not only improves the flow of our local traffic in a limited way but it DOES encroach on pristine open space surrounding the Hi-Ute Ranch. I strongly oppose this solution.

I do not see how taking space from a conservation easement can be seen as improving health or helping to improve sustainability. In addition, this options does not help with access to the businesses or services with the exception of the bus transport to/from SLC.

I don't want open lands to be used for more roads.

social, cultural impact very poor. our community is so special because of the preserved open space. the more population/density that is being added the more valuable the open space is

I like the idea of a BRT lane and the connection of Olympic to Bear Cub, but this seems pointless otherwise.

I believe this does not address the extremely high density of cars that flows through the Kimball junction intersection at Ute Blvd. It only provides an easier route for buses. Also the encroachment on neighborhoods and open space is unacceptable.

This alternative seems more invasive, and less about the community and culture, and more about traffic flow convenience. Environment and sustainability is not the forefront of this plan, which in the Kimball area conservation and environment is what makes the community.

Creates more traffic issues around the Bear Hollow community...NOT in favor!

This is the worst of the four options.

new access to Bear Cub would be a significant detriment to the Bear Hollow PUD.

ALTERNATIVE 3: GRADE-SEPARATED INTERSECTIONS WITH ALTERNATE CONNECTIONS TO THE I-80 INTERCHANGE

Grade-separated intersections at Ute Blvd. and Olympic Pkwy with a braided ramp concept to alleviate the tight weaving distance between Ute Blvd. and S.R. 224.

Traffic analysis shows that increased travel times are related to the lack of available capacity of the intersections at Ute Blvd. and Olympic Pkwy. on S.R. 224. This alternative will provide a bypass to improve mobility around the Kimball Junction area.

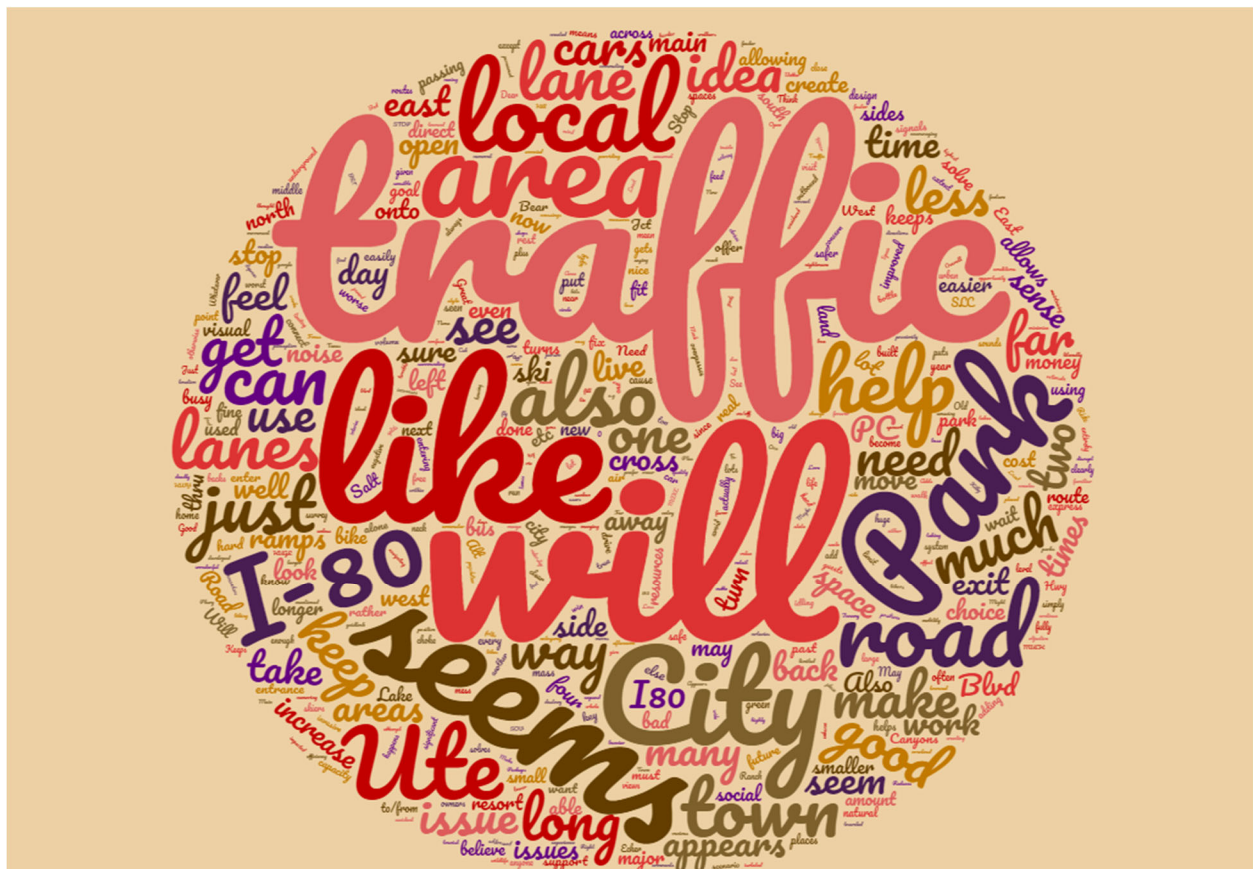
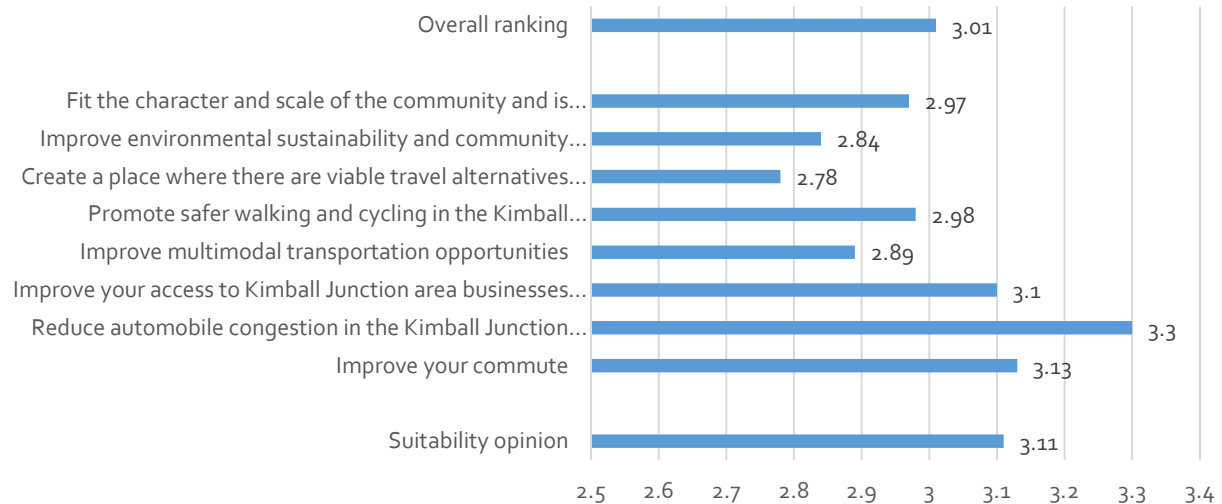
BENEFITS:

- Vehicles on mainline S.R. 224 will not stop at Ute Blvd. and Olympic Pkwy. intersections when traveling to and from I-80
- Vehicles on the new S.R. 224 frontage roads will have full access to turn onto Olympic Pkwy., Newpark Blvd., and Ute Blvd. to access the surrounding businesses and will have full access to I-80 using the braided ramps
- Vehicles heading northbound on the frontage road to I-80 westbound will have a curb or barrier-separated left-turn lane and a through lane
- Vehicles heading northbound from S.R. 224 to I-80 eastbound will pass underneath Ute Blvd. bridge and exit on the right. The ramp will go underneath the northbound frontage road in a tunnel before climbing up to existing grade on the east side of the frontage road
- Braided ramps will provide separated turn lanes to eliminate traffic weaving in the short distance where the frontage road and S.R. 224 are at the same elevation
- Braided ramps will allow direct but separated connections to I-80 from mainline S.R. 224 and the frontage roads
- There will be less visual impacts from elevated roads or above-grade bridges through Kimball Junction by depressing the roadway
- Northbound S.R. 224 will remain at or close to its current location horizontally but will be depressed below the surface streets through Kimball Junction
- Ramps will diverge from S.R. 224 south of Olympic Pkwy. to create a one-way frontage road system. Olympic Pkwy. and Ute Blvd. will tie into the frontage system at intersections, crossing over S.R. 224 on bridges
- Depressing mainline S.R. 224 and separating out some of the through traffic will maintain or improve east-west connectivity on Olympic Pkwy. and Ute Blvd.

LIMITATIONS:

- The left-turn lane on the frontage road will prevent traffic on S.R. 224 from continuing north to Rasmussen Rd.
- Any through traffic will need to take the northbound frontage road

Alternative 3:



KEY TAKEAWAYS:

- Received the highest overall rating among the four alternatives
- General sentiment that this alternative is the least impactful but yields the greatest benefit
- Still receptive to a pedestrian tunnel at S.R. 224
- Some concern that this alternative would take away from the character of the community; however, multiple responses indicated that the community and its demands are growing

COMMENTS

Following is a sampling of comments about Alternative 3 that shows the overall trends, patterns, and attitudes of participants:

This option appears to have the best combination of alleviating congestion while not disrupting the landscape of existing communities. Diverting traffic along Frontage Road would not be as beneficial as addressing the congestion once you get onto 224.

As it uses similar road footprint it is good

Love the tunnel!

I think this could be made into an attractive entryway into the greater Park City Area and will have significant positive impact on traffic.

this plan addresses the biggest issue most effectively...moving the traffic thru...eliminating the congestion on 224. In my commuting around Kimball the side streets r fine. It is navigating the 224 that is the problem.

I favor this Alternative and it's small footprint on the community. It is focused exactly on the congestion area.

It would be a very cool design but will be unfriendly to pedestrians.

This is my preferred option. It makes the most sense long term. It must be melded with other modifications that encourage perhaps limit vehicular access to Park City by tourist guests. Parking structures, ideally underground for environmental and aesthetic reasons must be provided to keep the surge of vehicles out of the box canyon that is Park City. Vehicle access to Park City may have to become resident and business related only similar to Zermatt. There is simply no more space in Park City for more vehicles.

This alternative appears to greatly reduce backups and idling cars. It appears safer

I like that there are incentives for public transit and HOV commuters; our long term goal should not be to accommodate more vehicles as more vehicles will only move the traffic choke points; our goal should be to reduce vehicle use through bus and HOV and potentially light rail.

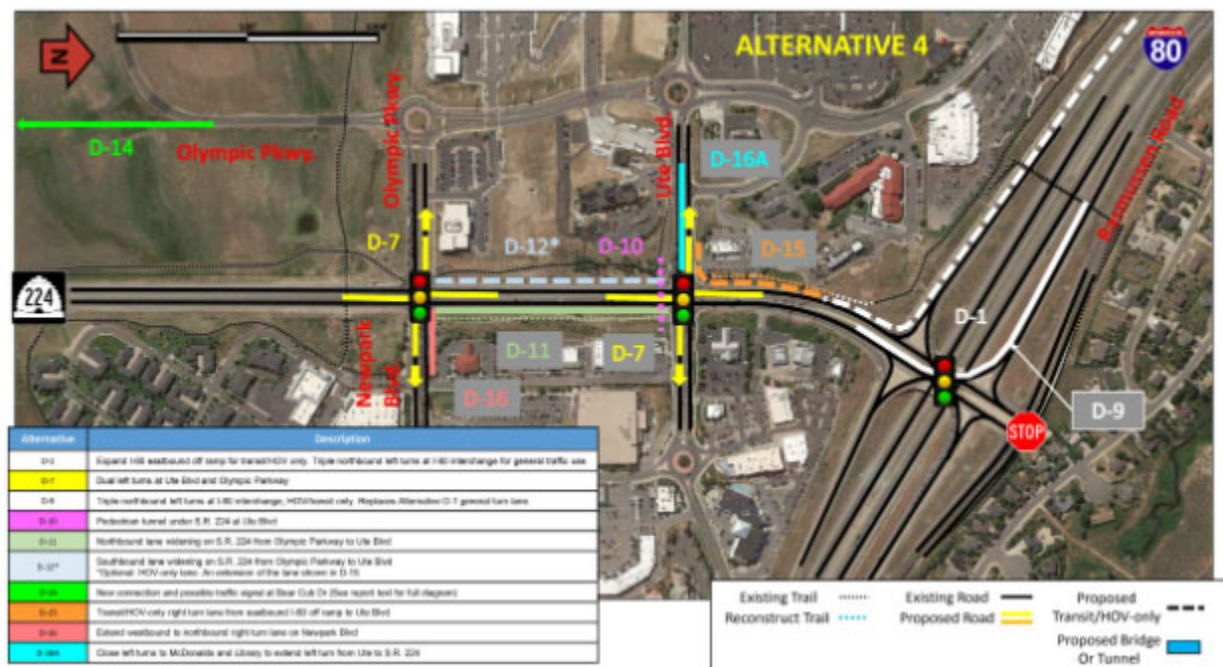
This is the best of the alternatives and it does not destroy Preserve Open Space and the tranquility of a residential neighborhood.

ALTERNATIVE 4: PHASED IMPLEMENTATION OF SHORT-TERM SOLUTIONS

Combines the short-term alternatives that passed Level 1 screening to provide a solution that can be built incrementally, including improving traffic flow at existing facilities and adding active transportation, transit, and HOV amenities.

ADDITIONAL INFORMATION:

- **D-1:** Expand I-80 eastbound off ramp for transit/HOV only. Triple northbound left turns at I-80 interchange.
- **D-7:** Dual left turns at Ute Blvd. and Olympic Pkwy.
 - A variation would be an outside northbound left-turn lane at Olympic Pkwy., which would be used by HOV/transit vehicles only.
- **D-9:** Add an additional northbound left-turn lane at the existing intersection for transit/HOV.
- **D-10:** Pedestrian tunnel under Ute Blvd.
- **D-11:** Northbound lane widening on S.R. 224 from Olympic Pkwy. to Ute Blvd.
- **D-12:** Southbound lane widening on S.R. 224 from Olympic Pkwy. to Ute Blvd.
 - A variation would be to widen from an HOV lane only
- **D-14:** New connection and possible traffic signal at Bear Cub Dr.
- **D-15:** Transit/HOV-only, right-turn lane from eastbound I-80 off ramp to Ute Blvd.
- **D-16:** Extend westbound-to-northbound right-turn lane on Newpark Blvd.
- **D-16A:** Close left turns at McDonalds and Richins building to extend left turn from Ute Blvd. to S.R. 224.

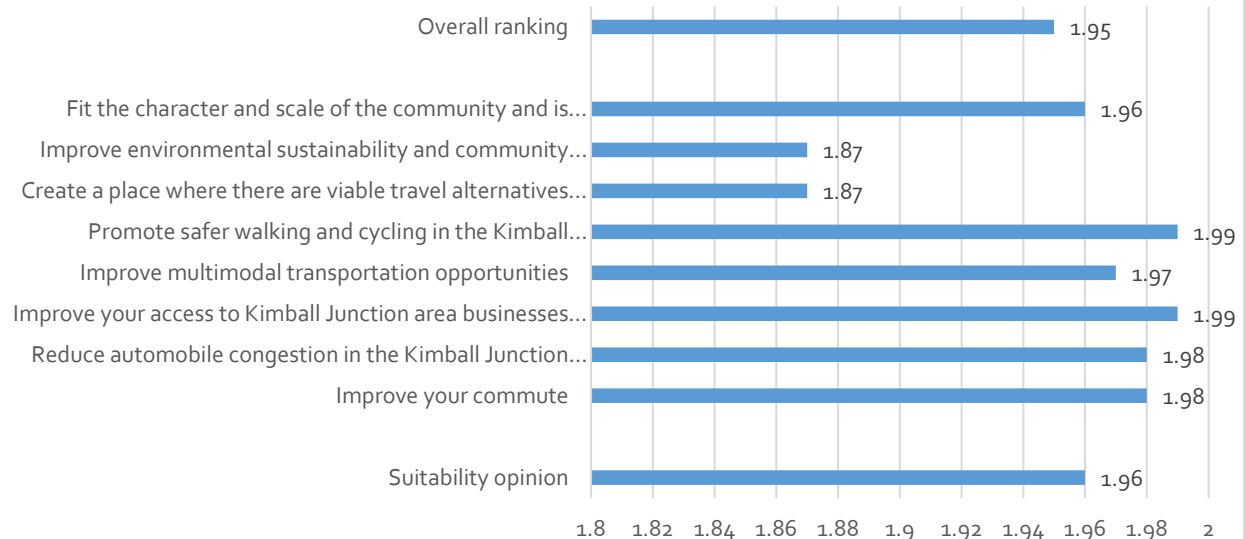


Per the ranking methodology, ranking is based on the following criteria:

- Suitability opinion for the area ranked from 1 (Poor) to 5 (Excellent)
- How well the alternative would fit the needs of the community from 1 (Poor) to 5 (Excellent)
- An average of the alternative ranking categories

Alternative 4: How well would this fit the needs of the community?	
Suitability opinion	1.96
Improve your commute	1.98
Reduce automobile congestion in the Kimball Junction area	1.98
Improve your access to Kimball Junction area businesses and health resources	1.99
Improve multimodal transportation opportunities	1.97
Promote safer walking and cycling in the Kimball Junction area	1.99
Create a place where there are viable travel alternatives to using a car	1.87
Improve environmental sustainability and community health	1.87
Fit the character and scale of the community and is complementary to the landscape	1.96
Overall average	1.95

Alternative 4:



KEY TAKEAWAYS:

- Second-lowest overall ranking among all four alternatives
- Hesitancy to drag out construction over several years that does not offer a long-term solution
- Many participants thought this would not solve the overall problems of congestion and mobility in Kimball Junction

COMMENTS

Following is a sampling of comments about Alternative 4 that show the overall trends, patterns, and attitudes of participants:

This seems like it would create a lot of short term construction headaches without solving enough long term problems.

doesn't do enough to improve traffic flow

We need a longterm solution that will enhance neighborhoods, reduce noise, improve safety and quality of life. Without further decimating the area

Pedestrian tunnel under 224 at ute blvd. is a GREAT idea! This will certainly improve traffic flow as those crossing from the other side of the street to Newpark would no longer impede traffic and would improve safety! The best possible combination is a mix of both plans 3 and 4 i believe.

D-10 should be combined with better crosswalk signage and markings if possible. Crossing both of the Kimball Jct intersections is not ped-friendly and dangerous. I can see how the tunnel concept would be useful and safer for people travelling between the transit center and say, Smith's grocery store. D-14 if they put another road in to access KJ make it low speed limits and viable for other users ie. bike lanes. Maybe some traffic calming infrastructure. It would not be good if people used it to try and cut ahead of traffic congestion on 224.

I think this is the best solution.

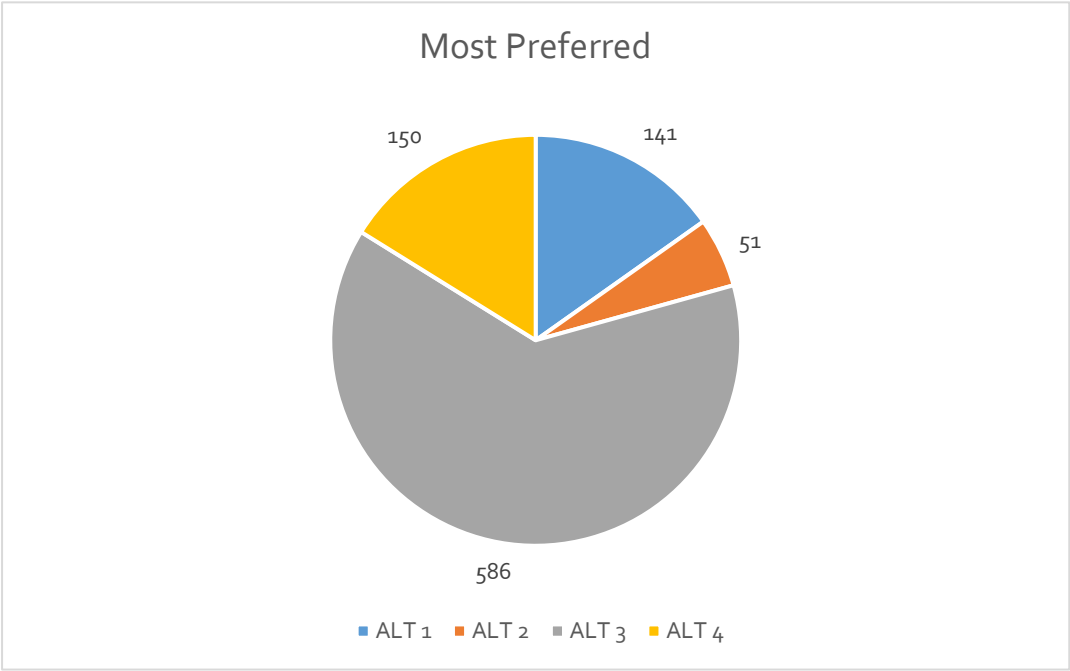
It effects everything community and the habitat of the wild animals! I say no!

1. D-10 promotes walking/cycling safety with pedestrian tunnel but pedestrians are still faced with problems in crossing Ute Blvd to get to hotel and businesses.
2. D-12 would have to go with D-15 in order to work. These, however, just push the congestion and merging problems down the road to Olympic Pkwy.
3. D-14 encroaches on Open Space and is a no-go.
4. D-7 double left turn lanes onto Ute and Olympic from SR224 are positive changes and should be implemented.
5. D-11 just packs more cars into short section between Olympic Pkwy and Ute Blvd. Provides no congestion relief.
6. D-16 could relieve some congestion on Ute westbound at certain times of day. This is low impact change but also low cost.

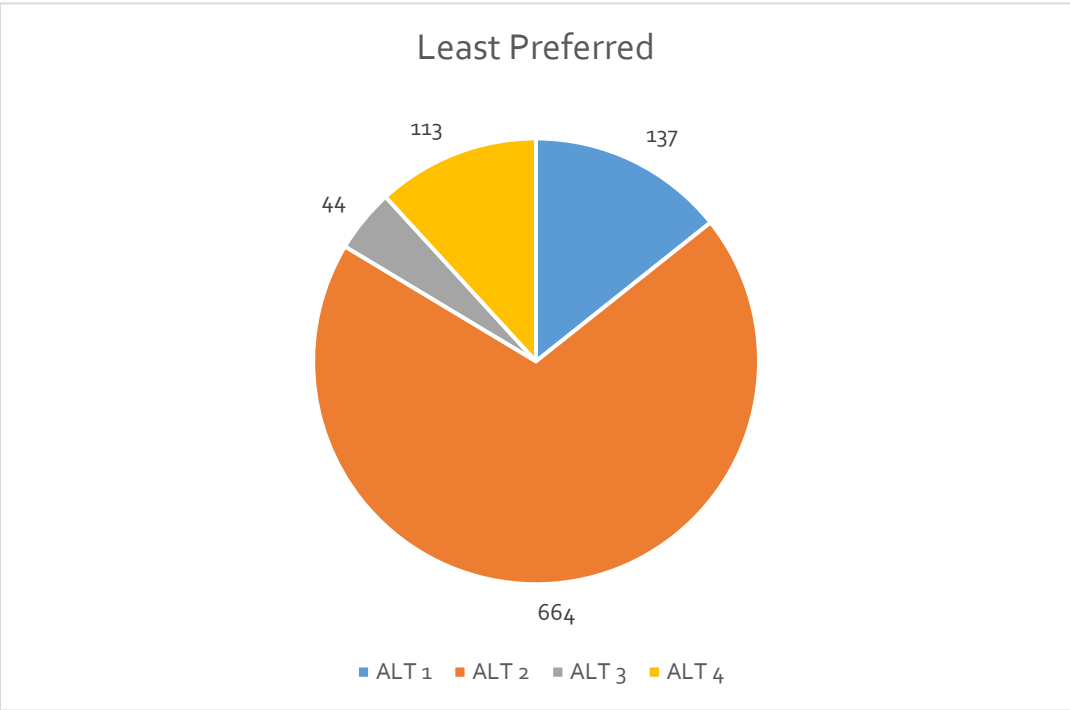
This option is not terrible. However, the reliance on HOV-only lanes results in a very poor usage from roadways. These lanes will be empty most of the time.

PART 2: ALTERNATIVE PREFERENCES

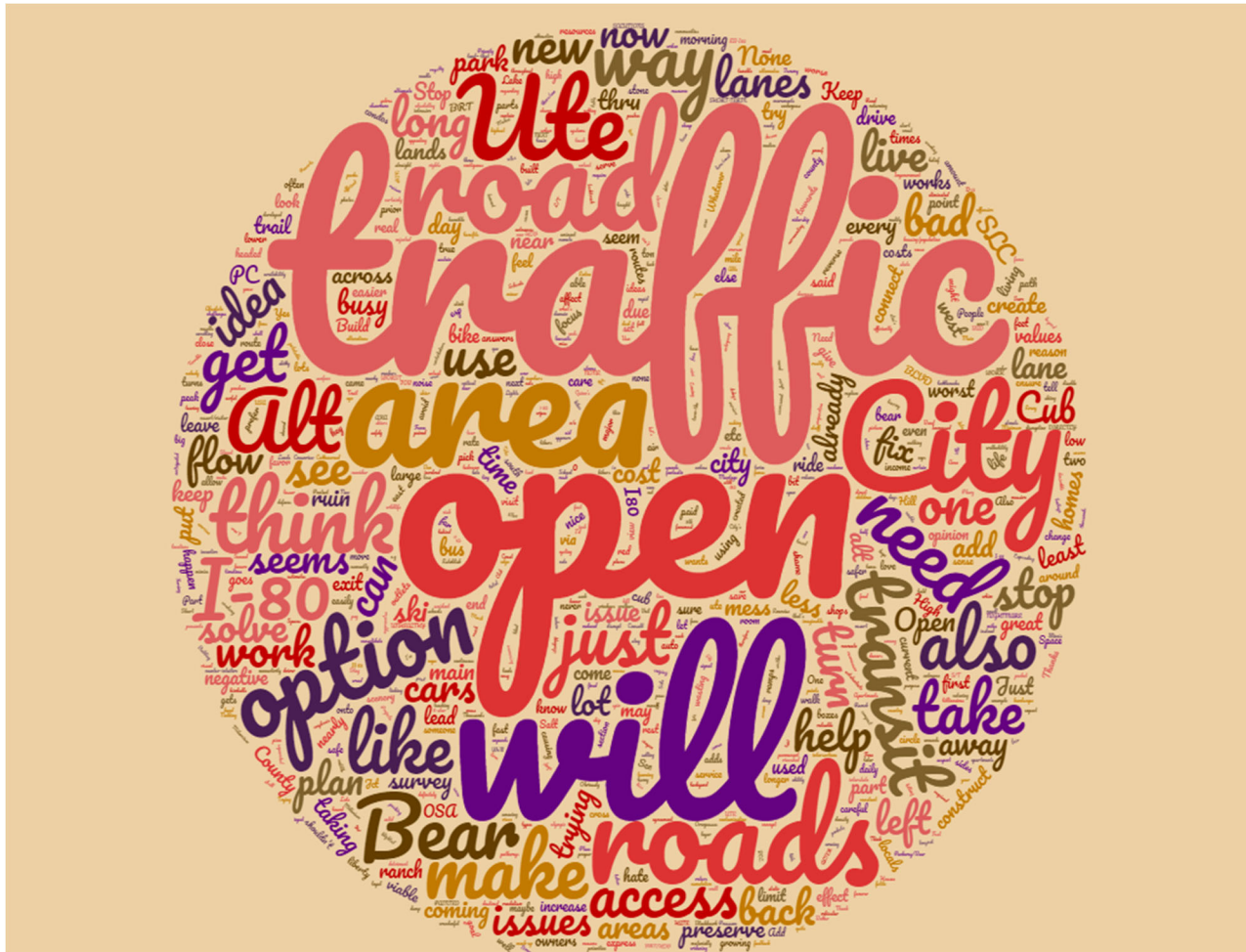
WHICH ALTERNATIVE DO YOU MOST PREFER?



WHICH ALTERNATIVE DO YOU LEAST PREFER?



Overall, participants provided 2,340 unique comments about the alternatives. They are provided in *Appendix B: Comments*.



Following is a sampling of additional comments that show the overall trends, patterns, and attitudes of participants.

Alternative 3 is clearly the best option. Putting the 224-to-80 traffic on a separate level from the local cross-traffic will greatly improve traffic flow. Those two sets of traffic will no longer have to stop for each other. It should also make the area much more walkable for people who want to walk across 224.

Alternative 2 would directly affect and encroach upon conservation easements that have been protected with Snyderville Basin tax dollars. Alternative 2 is an UNACCEPTABLE solution for our community.

Expand the frontage roads from the Jeremy ranch exits. Use that exit from I80 and the entry and exit point for all kimball junc. needs. Then make 224 a direct pass through with possibly NO exits at Ute or Olympic blvd. Make Ute and Olympic tunnels under 224. This would essentially separate 224 from all Kimball activities and create a direct pass through. This would allow Kimball to continue to grow properly and freely and not be subject to the demands of 224. If a must, create a single exit and entry point on 224 possible at Ute blvd.

Do not piece meal this project.

Better to go with long-term solutions than a quick fix that will need to be addressed down the road.

Consider a massive increase in parking at the Kimball Junction Transit Center. That parking lot is always full. This will encourage skiers to leave their cars there and ride the bus. After all they won't get there much faster in their car AND who knows what parking they will find at PCMR or Deer Valley.

I recommend blending Alternative 3 with Alternative 1 West. This would eliminate any and all traffic lights going in and out on 224. To achieve this I am proposing eliminating the left turn from the I-80 West at the main intersection. Traffic from the I-80 West to Kimball Junction would continue along Rasmussen road and then turn left at new proposed bridge in Alternative 1 and circle back toward Kimball Junction. There is much less traffic coming from I-80 West to Kimball junction as compared to from the I-80 East.

Having an unimpeded way to I-80 from 224 (no traffic lights) would help ease traffic congestion.

What you're missing is a viable option for people not to drive. None of these options is going to make any difference to people's willingness to use buses, and none of them offers a different alternative.

Restrict vehicles on busy days (as is done in the Cottonwood Canyons) either using a fee / pass system, or simply only allowing local traffic and requiring all other traffic to use Park & Ride.

What if we built a park/ride w/ ample parking in an area that actually makes sense and is easy for residents to access? What if we utilize existing HOV only lanes instead of having busses sit in traffic?

Better bus route and more express bus. I would use buses more if the routes were more direct.

I would hope that your team is considering more expansions of the walking trails that connect Park City, rather than focusing on more ways to drive. People are trying to be healthier, and making bike lanes, walking paths, etc. would be much more beneficial.

APPENDIX A: SURVEY ADVERTISEMENT

KIMBALL JUNCTION AND S.R. 224 AREA PLAN

The Utah Department of Transportation (UDOT), in partnership with Summit County, is preparing an Area Plan to develop and evaluate existing and future transportation solutions at the I-80 and S.R. 224 interchange and through the two at-grade traffic signals on S.R. 224 at Ute Boulevard and Olympic Parkway.

The study team wants your input about potential transportation improvement options in the Kimball Junction area.

Access the online survey at:
<https://kimballjunctionareaplan.com/>

Survey comments will be accepted until Feb. 12, 2021

Jan. 14, 2021 | Summit County Twitter post



UDOT Region Two

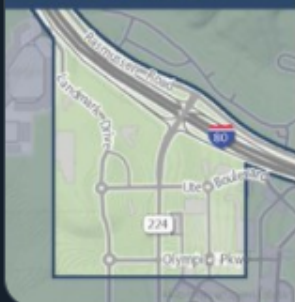
@UDOTRegionTwo

SUMMIT COUNTY: Last May, we asked for your input about getting around Kimball Junction and used your feedback to design potential solutions for the area. Take a look at what we've developed and let us know what you think. kimballjunctionareaplan.com

KIMBALL JUNCTION AND S.R. 224 AREA PLAN



STUDY AREA



The Utah Department of Transportation (UDOT), in partnership with Summit County, is preparing an Area Plan to develop and evaluate existing and future transportation solutions at the I-80 and S.R. 224 interchange and through the two at-grade traffic signals on S.R. 224 at Ute Boulevard and Olympic Parkway.

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12:02 PM · Jan 14, 2021 · Twitter Web App

KIMBALL JUNCTION

AREA PLAN
State Route 224

Jan. 15, 2021 | UDOT Facebook post



Utah DOT

January 15 ·



Summit County, we want your input! Last May, we asked about your experience getting around Kimball Junction and we used that feedback to design potential solutions for the area.

Take a look at what we've developed and let us know what you think:
<https://kimballjunctionareaplan.com/>


*We're accepting comments from the public until Jan. 30.



7

1 Comment 3 Shares


Jan. 22, 2021 | Summit County Twitter post



Summit County, Utah
@SummitCountyUT

Have you responded to the latest [#KimballJunction](#) survey? Last May we asked for your input about navigating Kimball Junction and used your feedback to design potential solutions in the area. Take a look at what we've developed. Let us know what you think.
kimballjunctionareaplan.com

KIMBALL JUNCTION AND S.R. 224 AREA PLAN







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Survey comments will be accepted until Feb. 12, 2021



9:10 AM · Jan 22, 2021 · Hootsuite Inc.

Jan. 30, 2021 | Summit County Twitter post



Summit County, Utah

@SummitCountyUT

Whether you live in the area, or just travel through, we want to hear from you! Last May we asked for input about getting around Kimball Junction and used your feedback to design potential solutions for the area. Take a look. Let us know what you think.

kimballjunctionareaplan.com

KIMBALL JUNCTION AND S.R. 224 AREA PLAN



Public Survey

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11:35 AM · Jan 30, 2021 · Hootsuite Inc.

Feb. 9, 2021 | Summit County Facebook post



Summit County, Utah
February 9 at 11:30 AM · 🌐


County Official Details UDOT's Proposals to Fix Kimball Junction's Traffic Problem: <https://www.kpcw.org/.../county-official-details-udots...>





2 Shares

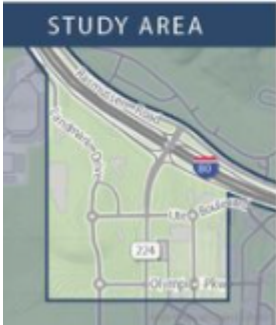


Feb. 11, 2021 | Summit County Facebook post





Summit County, Utah
February 11 at 8:47 PM · 🌐

...

Last chance to share your thoughts on navigating Kimball Junction.
This survey closes tomorrow. <https://kimballjunctionareaplan.com/>




KIMBALL JUNCTION AND S.R. 224 AREA PLAN




Public Survey


The Utah Department of Transportation (UDOT), in partnership with Summit County, is preparing an Area Plan to develop and evaluate existing and future transportation solutions at the I-80 and S.R. 224 interchange and through the two at-grade traffic signals on S.R. 224 at Ute Boulevard and Olympic Parkway.


The study team wants your input about potential transportation improvement options in the Kimball Junction area.


 Access the online survey at:
<https://kimballjunctionareaplan.com/>

Survey comments will be accepted until Feb. 12, 2021



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Feb. 11, 2021 | Summit County Twitter post



Summit County, Utah
@SummitCountyUT

Last chance to share your thoughts on navigating #KimballJunction. This survey closes tomorrow.
kimballjunctionareaplan.com #ParkCity #ParkCityUT
 #SummitCounty #SummitCountyUT

 Save

KIMBALL JUNCTION AND S.R. 224 AREA PLAN







Public Survey

The Utah Department of Transportation (UDOT), in partnership with Summit County, is preparing an Area Plan to develop and evaluate existing and future transportation solutions at the I-80 and S.R. 224 interchange and through the two at-grade traffic signals on S.R. 224 at Ute Boulevard and Olympic Parkway.

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Survey comments will be accepted until Feb. 12, 2021



8:20 PM · Feb 11, 2021 · Hootsuite Inc.

ALTERNATIVE 4 COMMENTS

I think any alternative that keeps the traffic lights is a nonstarter. Build the bridges/tunnels in Alt 3 and include the flyover. No, no, and no - again. I live on Bobsled, so I know. Over the past year, the traffic has become very dangerous because more vehicles use it & they speed by. When traffic slows on 224, they race thru to get ahead. Someone (perhaps me!) is going to be hit by a speeder or distracted driver in our peaceful neighborhood. This doesn't substantially help and it would be costly and dangerous. We love our open space and this will destroy the feel. This is just a temporary fix that ruins the character of the open space of the Run-A-Muk area (one of the true treasures of Kimball Junction) and obliterates Bear Hollow, one of the largest Given that money will be a factor in all this, doing incremental projects may bring relief faster but will just kick the can down the D-14 is a huge NO. Figure out something else and don't go through that land. Widening lanes might help, but it's just going to be an ugly roadway mess. You don't have much room to widen if you include decent shoulders. It just makes Kimball unwelcoming to have so many lanes and roads. What about the traffic coming from westbound 1-80 exit? That gets backed up as well, not just the eastbound 1-80 exit you have mentioned. Would need to widen that. Bottom line, by not tamping down on growth, there will be more and more cars driving into and out of Kimball. It makes it really hard for locals. It makes it really hard to get any This proposal looks like an episode of "Keystone Cops" in action. A whole lot of activity going on with nothing done to solve the traffic congestion in the Kimball Junction area.

1. Putting Mass transit and HOV roadblocks that interfere with the vast majority of auto traffic does not solve the congestion of that auto traffic. It only makes it worse.

2. Stop Lights are the cause of the problem. Eliminating Stop Lights, to the extent that it can be done, is part of the Some of these approaches should be done now to ameliorate the current traffic problems. They are, however, a bunch of interim improvements, not real solutions to the traffic problems we face.

One issue I have with the added HOV lanes: as a resident that lives near Kimball Junction, I feel I will be penalized (in more traffic) when I leave me house alone in my car -- I can't always be in an HOV situation, such as going to the store Like the underground pedestrian tunnel, doesn't one already exist?

Best aspect is incremental change, although that could wind up being the worst aspect if construction drags on for years.

I like that this is a more modular approach--I think the implementation would be smoother, and I think it would improve traffic Again-- putting lipstick on a pig is still a pig. There is not enough open land to allow expanding the width of roads to handle more traffic. You put up a traffic light-- people run it. You put in a traffic circle, people can't figure out how to drive them because they aren't built correctly. Traffic circles HAVE to have at least two lanes going all the way around so that the circle can handle those going around as well as those peeling off. The circles in Kimball Junction are so poorly designed that ALL yield signs have to be Not really helpful. Minor improvements that will quickly need more changes.

This is a horrible alternative as well.

Extended right turn lane from N 224 to Newpark makes sense. Double left turns will also help.

HOV lanes generally go unused and are inflexible - HOT lanes would be better (or flexible signage). This will not materially reduce congestion and may cause more accidents.

A pedestrian tunnel under SR-224 @ Ute Blvd is very much is much needed. Very much against development in current open space. The Bear Hollow neighborhood already has a outlet with a stop light at Bobsled Blvd.

No long term solution here.

The objective is to discourage automobile traffic from Salt Lake City coming to Park City. Among all the alternatives, Alternative 3 is best - but it does not achieve the objective. It ENCOURAGES MORE cars, rather than discourages them. We need it to be MORE PAINFUL for automobiles coming up from Salt Lake City. You should funnel ALL cars into a parking facility and then bus the humans in to town. You should turn 224 into a toll road. You should define high occupancy as a minimum of 4 people. You

ALTERNATIVE 4 COMMENTS

There is discussion about implementing parts of this alternative for quick improvement, while option 3 is being constructed. Of course, no part of option 4 should interfere with the final option 3 plan.

I don't know.

D14 makes this option not a good option. The other road widenings and changes in turn lanes seems better. But D14 should not Bear Cub Drive connector must not be constructed.

Since this has the Bear Cub Drive connector it is also a bad idea. Remove the connector and it is still a minimal solution to the This alternative also has a connector to Bear Cub Drive that would desecrate open space and be a nightmare for Bear Hollow Village residents. Huge back up on connector at Bear Cub traffic light. Take out connector and the rating goes to 3.

Make Bear Club Dr. one way into bear hollow!!

New road through Olympic Park parallel to 224 just seems wrong. It will impact our open space and the beauty of Park City

This is bad planning. The whole project needs to be done at once.

None of this makes sense to me!

Whatever action is taken at Kimball Junction will just move the traffic congestion further into Park City. There are too many cars in Park City and building more capacity will not help the congestion problem. If there were an exit out of town via Deer Valley, then there would be better circulation but spending money to improve the exit into and out of Park City does not solve the traffic problem, it merely relocates it further into town. Alternative transportation options and restrictive parking is the only

Alternative #4 just seems like a waste as it basically proposes a "band aid" to lots of the problems rather than a well thought out longer lasting solution to the traffic. There is so much commercial business at the I-80 interchange already, simplicity seems to

If you are not going to do something right the first time then do not bother. This would be a worse solution than leaving it as it is i don't think it does much socially or culturally but it addresses the most obvious problems at the least cost with the most benefit, without building crazy new structures that may or may not have the desired impact. and it makes the busiest

Seems like a lot of hassl for minor improvement.

you will route traffic into Bear Hollow Village where children live.

Best and seems least cost

Band aids at best probably not worth the cost and disruption.

This will reduce 15-20% congestion but pushing HOV traffic into kimball's west retail is only good for busses.

HOV LANES to and from SLC will be needed for viable long term traffic reduction

I have no idea how this alternative will impact the social, cultural and community resources in KJ, but I do want to note that this isn't a friendly survey for a lay person, I don't know what a Texas Uturn is vs a tight diamond or what a depressed roadway is (is it sad?!). Tell me the pros / cons of this and how it differs from the other alternatives. This is a survey I think a subject matter expert could fill out, but not someone like myself as I don't see the differences, particularly not through the lenses that are being

This is tiny marginal cosmetic difference that will not fundamentally help solve any true problems. Mostly just "we did

Negative and zero impact.

Would improve traffic flow for the short distances of improvements that would hopefully reduce the long line of cars backed up on 224 and I-80. should provide easier access to commercial areas. Doesn't do much for pedestrians except relegate them to an

The idea of putting a light on bear club choice doesn't make sense. How would like help? But many of the options do sound like

Not good

This plan is excellent for locals going to and returning from PC and would alleviate the traffic problem, because locals can get off

D 14 would benefit everyone living in Pinebrook and going into PC as I see it

This alternative seems piecemeal, and would not be enough to lessen the major bottlenecks in the area. Stop signals are a substantial reason for backed-up left turn lanes. As long as there are signals, the N-S traffic will be held up.

this just sounds confusing and not long term

ALTERNATIVE 4 COMMENTS

This might give some temporary alleviation, but I think over time congestion would just build up again, and we'd be stuck trying to find yet another solution. Might as well go with Alternative 3 right from the beginning.

This proposal creates lanes for HOV. That is its strength. It is however, a stop gap measure.

This seems to be the best option and the least destructive and disruptive to the landscape and us that live here during the construction phase. These small improvements should be done and observed to see how we can improve traffic flow without destroying what is already there. And again a HOV lane might just jam in more people that will find no where to park.

Please DO NOT put a road over the open space. That land was purchased by the community to save open space. Paved roads do not belong on open space. I fear the community will not trust the County to preserve open space with bond funds if this road

What impact do these have???

D7 would be an issue because of the roundabouts into Olympic or Ute. The right left-turn lane would be the only one to feed into the roundabout lane that allows driver to go to stores & school. It would be backed up, similar to left turn out of Ute onto SR 224 heading north (Only 1 Turn lane is ever backed up). Therefore, I'd support one lane only being for transit & hov because These solutions just continue to put bandaids on the problem.

Including a traffic signal at bear club out of bear hollow would be a great help to pedestrians who utilize the area.

Eliminating the ability to turn left into the Richins building/Summit County Library is not a good idea.

This is very confusing and appears to have only minor improvements while creating additional choke points for local traffic.

I don't see it doing enough to address the congestion.

Probably cant hurt, except please don't put a road through that open space...

D-14 is not favorable. The rest of the plan is somewhat helpful, but I'm not in favor of using financial resources for short-term solutions that won't be needed for the long-term goal. I think we need to focus on the long-term solution and begin making that For a lot less money, I think this would improve things dramatically. Those extra lanes would be very helpful especially if you could better cadence the traffic lights. Or, also low tech solution, during the commuting hours just disable the traffic lights and have cops out there directing traffic. You could really move cars in and out there much better with just that human power.

Though in principle I like a piecemeal approach, this does nothing to address the core problems. It's really just doing more of what we have now. It won't completely address current needs and will fall short of future needs.

Best, maybe if traffic is always hell people will shop in town and not move here.

Seriously? Try overpasses & underpasses

I think a phased option is a reasonable idea, given that needs can change throughout the process.

D14, D11 and D7 would help a lot. I think you are missing the queuing that happens in front of Wendy's/Wells - I've been stuck as far back as the circle because people are blocked from filling the left turn lane by the cars going straight and there are people who go straight that are in the right lane and block people going right onto the freeway. I don't see so much trouble on the This will be always playing catch up.

D-14 will direct traffic through a crowded residential area.

Why don't we time or remove some of the stop lights.

Remove the intersection at Ute blvd. (no stoplight, no turning.)

This option does not address the issue at hand - traffic lights at kimball junction/ red stone. Doing anything else other than eliminating lights to access or exit the highway is a futile effort.

It doesn't accomplish that much in improving the problem. I'm also not in favor of a new road off Olympic Blvd.

This offers the most flexibility and would allow measured improvement over time. It also has minimal environmental impact.

The frontage roads get enough traffic. Expanding the other area's I believe is a good idea.

ALTERNATIVE 4 COMMENTS

Please see comments to Alternatives 1 and 2.

Thank you.

All of these ideas are not good socially, culturally, or environmentally for Park City. They are making this quaint town into something no one here wants, a city. The roads should stay the way they are so people have to deal with traffic and maybe will. Seems like a short term bandage before doing on of the other options. HOV lanes are not the answer.

Additional turn lanes might help.

it is only rarely that there is a congestion problem. i think by overthinking it you are at risk of making the problems worse.

None of the options work unless growth is moved away from the junction

This alternative addresses many of the congestion issues over time and impacts the environment minimally. It is not as comprehensive as Alternative 3, but does not seem as expensive. It should be a decent solution because the congestion issues

This is only a temporary solution

Awful idea!

Nice that it creates better access for mass transit. Other than that I don't think it does much. People like me really don't need another way to cross 224. I press the button at the light, wait for the light to change and walk across 224. Why waste the money? Save it for a rainy day. The left turns on Ute Blvd to the library and McDonalds are a problem. Maybe excellent signage. Again, the tunnel seems like it would solve very little. I don't agree with widening 224; I'd rather see the turn lane problems on that road solved. I do think eliminating the awkward turn lanes by McDonald's and Wendy's would be a big improvement. The left turn near McDonald's (going north to 80) needs desperately to be extended -- right now, traffic collects there and no one can get into the far left turning lane. The left turn (going east) needs to be eliminated on the far south end of the Smith's parking lot as well. Also, this isn't addressed anywhere that I can see, but the biggest problem at Ute is the left southbound turn.

Without widening the intersection, there has to be better movement there. Extend the turning light? Traffic is often backed up almost to the 80 interchange, and cars can't get around that back-up to go through the light at Ute. I live north of Kimball (right at 224/80), and I never go that way when it's busy. It's a mess. Also, I'm very much in favor of making lanes HOV at Ute and D-7 & D-11 seem like great ideas. They alone are better than everything else proposed in this entire questionnaire combined. They would immediately benefit traffic with no downside I can see. I am not familiar with the other parts of this option to offer. Doesn't really seem to fix much.

This seems to me to be the most viable short-term option. I appreciate that the plan includes a pedestrian tunnel under Ute Blvd. As a resident of Fox Pointe/Redstone the left turn lane off of 224 into Newpark/Redstone is a huge problem. If I'm understanding that this plan would add double-left turn lanes (and ostensibly a longer left turn signal) I think that would help.

Many of these ideas can be implemented now in an affordable way before Option 3 is implemented. A combination of Options 3 and aspects of 4 will provide the perfect solution to solve the traffic problems in this area long into the future.

One of the main things to address should be for free flow of traffic in/out of 80 to 224. That requires removing all the signals, that would be the best way. This alternative doesn't address that at all.

It doesn't seem that this will improve the "through" traffic between 224 and I-80. But the expanded turn lanes will help with local traffic heading to and from Kimball housing and businesses.

Alternative 3 seems a better way to address this but alternative 4 looks like an improvement on the current situation. It is a step in the right direction but probably not enough to prevent revisiting the issue in another 15 years. Better to move

ALTERNATIVE 4 COMMENTS

Olympic, Newpark, and Ute intersections should become underpasses with on/off ramps from 224 and the I-80 exchange should become elevated on/off ramps. With all stop lights eliminated traffic would flow freely. The current proposal is too small in scope, barely fixes the current problem and does nothing to accommodate the rapid growth that is sure to continue into the future. Still create too much of a bottleneck!

Time to use some of Swaner Reserve for a bypass route between I80 and Bear Hollow with flyover bridges like the connection at the airport. Focus new construction on current areas - leave our open space alone.

Helps with access to turn off roads and with access to commercial area. Does not deal with congestion in accessing I-80 to or from the junction. An inadequate bandaid. Longer NB turnlanes from 224 to Olympic/Redstone and Ute Blvd would help. Need to separate I80 and Ute Blvd. This solution is near-sighted and only in the study to give the council cover if they can't provide the leadership needed to make real change. It does nothing but create construction congestion for years with no substantive improvements.

Band aid on an arterial wound.

This alternative allows for incremental improvements and still provides the possibility of advancing to alternative #1 or #3 if needed. This alternative provides a solution with least disruption to the area.

Strongly opposed to building a road connecting Bear Cub w/ Olympic Pkwy. Will not alleviate junction traffic in a meaningful way and instead eliminates green space and creates future traffic issues for Bear Hollow residents. If solving traffic is the goal either alleviate the bottlenecks (Ute Blvd and Olympic Pkwy intersections) or solve the underlying commuter problem with affordable housing. Waste of time.

At this time I would not entertain any changes to the junction. The community demands on this area are still undetermined and therefore would not provide either short term or long term benefits to above stated goals. Please make available examples of other junctions that have been improved. I think these are good suggestions. Better than #1 and #3. Do a combination of #2 and #4.

We need a longer term plan rather than a stop gap measure

The impact of an additional spur ramp to I-80 would increase the congestion with noise/pollution. It would create a negative impact on the environment along the 224 corridor; Ute Ranch, Swaner Nature Preserve, the Tech Center property and the Olympic village, would be unrecoverable. Ingress and egress to Ecker Hill Middle School and the fire department would be compromised.

Dakota Pacific Real Estate is seeking to build a large-scale residential neighborhood on the southwest side of Kimball Junction at a site that is resourced as a large dog park, entry to the Olympic Village and the Technology Center area. Project proposers and their supporters talked about the need for housing in the (six miles away) Park City area and hoped the project would provide the means for more workers to be able to live in Summit County. Nearsighted and bogus.

There would be a serious loss of quality of life for the residents in proximity to this impactful development (PowderWood, Liberty Heights, Crestview, etc.), and the question of our pervading paucity of water, have not been addressed. HOV lanes aren't going to work as no one will enforce them. Look how many people drive on the shoulders just to turn right off I-80. Improves flow but does not appreciably lower traffic passing through Kimball Junction.

Need to add a pedestrian/bike tunnel near Ute Blvd. to improve walking & biking safety with the substantially widened roadway. If you add 1) direct access to/from I-80 to EH park and ride, and 2) a ped tunnel at Ute Blvd to Opt 4, then this would be the best solution. Another traffic signal would hinder the commute. Big no!

prolonged construction will be a nightmare...

This uses existing structures and requires less new construction.

ALTERNATIVE 4 COMMENTS

I like most of these options, my only concern is with D-14: the greatest traffic "mess" is at Kimball junction, with 224/Ute/Olympic Pkwy. D-14 is already beyond those areas of concern and accessing it will likely bring additional traffic to roads that really can't handle it. The only benefit would be a quicker way to the bus depot but hard to justify a whole new road
Second best of the four options.

Alternate 3 or 4 , 3 better

These sound like nice, small, incremental fixes....but does not fix the overall issue, and quickly. While all the changes, Park City continues to grow, and by the time theses "fixes" are implemented, the Park City area will have grown, and new ideas will need
Seems too complex.

there are already too many roads around each apartment complexes so no we wouldn't like it

This option is not terrible. However, the reliance on HOV-only lanes results in a very poor usage from roadways. These lanes will

This alternative should not allow the extension of Olympic Parkway to Bear Cub drive as it destroys Preserve Open Space and places unbearable traffic adjacent to a residential community.

No way should Olympic Parkway connect to Bear Cub Lane.

HOV only is a waste of space.

Way too much going on here in terms of bad or unproven ideas. Must be a simpler solution.

I think there might be an under estimation of the positive impact of extending Olympic Pkwy to Bear Cub. This seems like low hanging fruit to diverting significant Walmart (e.g.) traffic off of 224 until south of KJ. The "no freeway" part of me likes this
Alternative 4, but realistically, it does seem like a short term bandaid with limited shelf life for congestion relief.

Not a very good solution. Too much traffic close to Bear Hollow. Many families with children that have moved in to Bear Hollow.
too busy and I don't see how it would facilitate moving traffic along.

Not good

Current roadway adequate except during holidays need third lane on 224 during peak times not just bus

While this offers the benefit of now "raised ramps" in the heart of Kimball Junction, it does not fully address the 224 vs.

Ute/Olympic problem. the pedestrian tunnels help, but not nearly as complete an option as #3. Plus, the piece by piece nature
Cleanest proposal offered with least environmental impact.

The proposed HOV/transit road could reduce congestion at the I-80/224 interchange and could benefit the overall traffic flow, but will create serious bottlenecks on Ute Blvd. It could also overload Olympic Parkway without any benefit to the overall traffic flow. It will likely encourage more vehicular traffic which will negatively impact the social, cultural and community resources in
Alt 4 part D-14, just NO! Stay out of the conservation area. This is a lovely section to walk or bike and this plan just
trashes that area.

D-7 is the only part of this plan that looks to be helpful.

D-15, wow, that is horrendous. It is a very short stretch to try to merge over if you want to get to the gas stations on the east side of 224. D-11 and D12, same thing, it is too short a distance for effectively merging 3 lanes into two lanes.
I see no value in this one at all.

There needs to be a better alternative than most of the cars coming to SR224. Why isn't Richardson Flats built out to a permanent parking location with buses running to the transit center and maybe 1 or 2 other locations on a frequent basis (every

ALTERNATIVE 4 COMMENTS

1. D-10 promotes walking/cycling safety with pedestrian tunnel but pedestrians are still faced with problems in crossing Ute Blvd to get to hotel and businesses.

2. D-12 would have to go with D-15 in order to work. These, however, just push the congestion and merging problems down the road to Olympic Pkwy.

3. D-14 encroaches on Open Space and is a no-go.

4. D-7 double left turn lanes onto Ute and Olympic from SR224 are positive changes and should be implemented. Parts of this could work with less disruption. No to HOV lanes.

D-1-no, D-7-yes, D-9-no, D-11-yes, D-12-yes, D-14-yes but no traffic light, D-15-no, D-16-no, D-16a-yes

Good option for long term construction
not aggressive enough.

This allows incremental improvements. Does not destroy valuable open space. Does a bit to improve pedestrian travel with added tunnel. Mostly still focuses on motor vehicle travel by individuals.

It seems as this option would cause a state of "always under construction." Further, option D-14 would form connection with a road that accesses a residential area with a large pedestrian population and many children. The potential danger from folds add traffic to 224

Do not interfere with Bear Hollow !

I can't see the solution within this option. It would not make any difference.

Does not seem to create a long term solution.

I don't support affecting the Bear Hollow community by diverting traffic into their neighborhood. Incremental changes are not going to fix the underlying problem, which is reducing the overall traffic volume accessing Park City.

Yes to changes that promote HOV and public transit; no to promoting more vehicles.

Not one of these options prioritizes sustainability and community health through increased and safe biking and walking connections in the area. How disappointing and so much like UDOT engineers to prioritize vehicles and their detriments to our health and safety over pedestrian access. Do any of you understand that pedestrians are being killed at higher rates than any

Better than nothing, but probably won't make significant improvements.

This seems like the simplest to implement, but I think would keep the two sides of KJ feeling quite separated (in spite of the

They are all terrible - stop building so many residences!!!

This option seems to be the best fit and would help eliminate congestion with little impact to the community and shortened

It effects everything community and the habitat of the wild animals! I say no!

This is fine for the time being.

A phased in approach just strings out the construction for years.

Dont like it, because it is still full of stop lights

These are all temporary fixes that will not have much bang for the buck over the long term. If we are truly going to drive change in this area, we need to think big and be bold. If we are going to spend tax payer money on this, we need to do it right from the

Destroys view shed with addition of road from Olympic to Bear Cub.

Confusing & where are the cost margins, timeline fore construction for each?

I am disgusted that option 2 is even being presented. You cannot build on conservation easement land.

Waste of money. tunnel under 224 at Ute ns Olympic Bld

Great

There are too many things going on here to comment on. However, in general most of these seem like poor ideas that will have

Swagalicious

ALTERNATIVE 4 COMMENTS

It will make a less invasive option for a short term fix to the traffic problem.

Widening roads in sections only seems it will create a bottleneck down the road. This alternative doesn't seem like it would help traffic flow better or make it safer for pedestrians/bikers. We need to increase accessibility to the library/bus station, not

This is a band aid plan and would be overwhelmed as fast as they are built. This does nothing to address the problem

Short term will not help. Let's fix the problem once and be done with it.

I think this is a good idea.

less traffic

Very good! low construction

Only a short term fix - doesn't change traffic flow.

All depends on the price tag, if taxing local citizens is the cost, I'm not for any of them.

Don't support Alternative 2. Conservation easements were established to be conserved! Among the other three alternatives, I

This alternative encroaches on open space and again seems to run afoul of the 4(f) regulations

There are always complications in life. Sitting at a traffic light is what it is. If you don't like how things are, move, or avoid the

Short term view...

Cutting through run a muck

Not much for pedestrian improvements

Too complicated to implement and understand. This type of piecemeal plan usually never gets completed and construction

all i can say is simpler is better! also, i think there is way too much focus in several of these alternatives on HOV. This is not an area where large numbers of people have a choice to carpool or drive separately at the same time to the same location. Mass

Seems more of the same...

D14 is a no go!

No new roads thru open spaces!

Lane additions should only be for hov/transit!

Expanding roads only allows more traffic!

Adds more congestion

Third Choice. Really closer to tied for last because of the potential for the construction of D-14 option.

Why not build an Auto tunnel under SR 224 at Olympic Pkwy and Ute Blvd

Adding new roads through open space is not right. Please consider other alternatives. Also, widening the road is the opposite of promoting safer walking and cycling in the Kimball Junction area.

in none of these options is there an option to directly access the park and ride by Ecker from I-80; this would promote use of the park and ride as currently it is not very convenient to have to exit at Pinebrook/Jeremy or backtrack from Kimball Junction

I think this area will always be congested, but adding and having more precautions will makes the comute and overall experience

Again - this localizes the impact of change to the area needing changed. This solution is also acceptable.

Seems to be best option?

this just seems more of the same to me, as well as kicking the can down the street. This option doesn't seem to address Long

This appears to me to be a bunch of half steps that don't end up making much of an improvement.

Not enough. Too slow

best of the bad options.

this one just makes no sense to me on how it will help anything. transit and HOV will still be stuck even with extended lanes onto

These are good short term recommendations to reduce backup and delays, as well as improving safety.

I think this is the best solution.

ALTERNATIVE 4 COMMENTS

too many moving parts for me to determine if its right or wrong

Same commentary as previous plans. Increased residency will already increase traffic. This added with tourist traffic creates abysmal problems especially in winter with unseasoned winter drivers. Without limiting driving access to tourists these road

A band aid solution that we will out grow by the time its completed.

I definitely like the incremental changes as opposed to major construction. D-14 across current open space is unacceptable and in fact unnecessary as this southbound area exiting from KJ is not a traffic problem. Building extra lanes for any reason other than HOV and transit buses should never be considered as this is just an invitation for more cars. Additional protected trails for bikes to be able to access businesses is ALWAYS an improvement.

D1 and D9 should be implemented together so that extra lanes are never for general traffic.

D7 dual turn lanes don't look to improve access to businesses and will overwhelm Ute and Olympic

This alternative will take too long to construct.

The through traffic needs to be completely separated from the KJ circulation.

Don't know where there's a left turn to McDonalds ...confusing...

Definitely against another light on 224...

Seems that widening roads just increases the capacity for more cars, so other than getting some much needed pedestrian crossings (Ute Blvd), closing off some pinch points like left turns at library and McDonalds, this seems like a few bandaids that Still putting lipstick on a poorly designed mess but incrementalism is usually better than planning driven solutions such as Kilby Adding connection to bear hollow is unnecessary and will be ugly.

Must provide wildlife overpass and other measures to prevent vehicle/wildlife collisions.

Why do another bandaid. The other alternatives think outside the box!

Proof that there are no good solutions. This alternative looks better in many respects, but also looks like it would need a revamp

It is important to plan for future traffic and circulation needs

This has the huge advantage of being able to be done in small chunks, but the result will end up being pretty meaningless. It is hard to imagine this even keeps up with auto traffic growth. Now you have something even more complex to move to the real short term solutions never fix the problem, lets put everything underground and have walkable, bike able, pedestrian friendly open green space on the existing roadways and parking lots.

These short-term solutions all address specific, isolated problems and they don't all have to be implemented at the same time. However, even after all of these improvements are implemented, it's still a short-term solution. It does little to improve traffic

None of these are good ideas

It doesn't

Don't like the piece meal method, we are already behind on getting this done. Don't build roads into preserved land.

A negative impact.

There are a few good ideas sprinkled in here, reduce turn access and improving Transit only options but even if done all at once it doesn't do enough to address traffic and congestion. And doesn't go far enough for transit either.

Not great, but better than nothing. I don't see this proposal making a huge positive impact.

I mean I guess a couple of these like the extra left hand turn would be okay. Still though too much contradiction. One of the aspects to vote on is having transportation other than cars that reliable. If the town is worried about more cars STOP BRINGING NEW PEOPLE IN AND STOP BUILDING SO MANY NEW NEIGHBORHOODS. The locals do not support this. You cannot just magically decide to build neighborhoods because it was passed back in the 70s and 80s. Times change. Land changes. Park city

ALTERNATIVE 4 COMMENTS

Option 3 is what we have been asking for a very long time. The main issue with Option 2 is adding another traffic light to 224 is AWFUL, we need less lights to reduce traffic, not more, therefore Option 3 makes A LOT of sense. Traffic Lights at Kimball & along 224 for AM inbound and PM outbound need to be eliminated/addressed first & foremost with flyover ramps to keep traffic moving. Until that is done, the rest is wasting money and resources and this Option 4 sounds really confusing and minor actual improvement. To create more transit ridership, changes need to be done in concert with HUGE park & ride lot

This alternative just rearranges what is already here. I don't see it making any meaningful improvement.

Crossing the intersections at Kimball is already extremely dangerous when using the existing walk lights. The round-about between the transit center and the Walmart is an injury accident waiting to happen for pedestrians. I strongly encourage ramped pedestrian bridges as these are the most effective, increase safety for users because of visibility, and are the most cost effective. These need to be ramped pedestrian bridges to make them accessible and for cyclists. If we can build them for animals we should build them for North America's only bi-peds.

One more comment-short term solutions beget more short term solutions. Looking out 50-100 years, assuming humankind makes it that far, will provide the best options at the best cost. We should not do this in the typical Utah way-on the cheap. wasted time and money

There should be more plans for bike lanes and/or walking trails rather than roads. If you want to "Improve environmental sustainability and community health" then focus on healthy activities like walking instead of driving.

This would probably be the best.

Too many traffic lights which cause congestion. Doesn't appear to change traffic enough to account for growth.

Extra lanes, makes people want to drive more

I feel like it doesn't really change much just adding more roads which means more traffic.

noice

We're long past a short term solution. Don't waste money on this.

Good short term, affordable option. Option a makes sense, it so, so spendy! Maybe if olympics come back and feds pay...

Do NOT cut into the landscape for an additional road to Bear Cub Drive -- this is unnecessary and encroaches on the natural land!!

This looks to be the least costliest and have the least amount of visual changes of the 4 proposals. It will help with the traffic Leave well enough alone

Doesn't seem to do any long term improvements

I also don't mind another exit at the transit center by Ecker or by Mod Pizza. I've always thought the Outlet Mall needed its own. These changes are lower budget and less disruptive as they could be implemented slowly over time. They will help the Pedestrian tunnel under 224 at ute blvd. is a GREAT idea! This will certainly improve traffic flow as those crossing from the other side of the street to Newpark would no longer impede traffic and would improve safety! The best possible combination is a mix I like the HOV lanes

Sounds like kind of a clusterfuck. Many lanes.

D-10 should be combined with better crosswalk signage and markings if possible. Crossing both of the Kimball Jct intersections is not ped-friendly and dangerous. I can see how the tunnel concept would be useful and safer for people travelling between the transit center and say, Smith's grocery store. D-14 if they put another road in to access KJ make it low speed limits and viable for other users ie. bike lanes. Maybe some traffic calming infrastructure. It would not be good if people used it to try and cut ahead This alternative is potentially less disruptive then the others, although I don't see how it deals with the afternoon traffic issue.

Alternative 3 is by far the best option of the 4 and alt 2 should be eliminated from consideration.

ALTERNATIVE 4 COMMENTS

This is the best option.

MEH.

CONFUSING AND INADEQUATE.

Issues need to be addressed now and this can allow a focus on problem areas as the long-term, more expensive and impactful

This doesn't solve any real issues, it just kicks the can down the road, more lanes will help in the short term but it doesn't change

see above comments. consolidation for construction, maintenance, repair, and alternative lane choices is the best option for maximizing the stated goals of "capacity, mobility, and multimodal transportation solutions"

Disturbing sections that may be parallel, But are not contiguous is a choice of less efficient and more ecologically damaging

I hate this half-measure option. We need to do it all at once!

Just connect the rasmussen frontage toad to the back side of the kimball shops so there is direct access from the frontage road to like Smiths, Basin Rec, etc. simple and will allow a second access point and alleviate congestion at the 224 intersections.

Seems like best option

I think it would be better to rip the bandaid off, so to speak, and do a larger set of improvements at once that will actually fix the problem, rather than making small improvements over time.

This intersection needs the most work in the area in my opinion. Fairly happy with this proposal.

This is where I would start first. These are all good ideas. These are things that would greatly improve the existing infrastructure.

These fine grain improvements should be implemented to the extent possible in all the alternatives. It provides myriad tweaks to the overall street pattern, but is it enough to actually produce increased capacity and separation of thru traffic from local traffic? Seems this is the least costly and least environmentally damaging, which means it is most likely to occur. But will it solve

Like keeps things the same basically

We need a longterm solution that will enhance neighborhoods, reduce noise, improve safety and quality of life. Without further

This is the worst option. HOV lanes don't work. See Long Island Expressway as an example.

This seems like a bandaid approach- a lot of piecemeal construction project that will ease traffic but ultimately, I think the area

This seems very "piecemeal" and would create endless hassles and construction probably forever... also wouldn't do much

I like that there would be less disruption but it is not the best solution.

"Phased and short term" seem to create more confusion as it sounds like things would change frequently.

This alternative number 4 seems a shorter term fix.

I like dual turning lane onto Ute. That would help. I do not like the idea of additional open space being used to create a road to

This seems like it would create a lot of short term construction headaches without solving enough long term problems.

Meh. Won't help me personally but may help some? Seems like a small band aid on a big problem

The biggest problem is with the traffic lights so close to Kimball Junction.

Some of these changes could fit into Alternative 3.

Very confusing with so many options to consider.

Some of these ideas are OK and would help the flow (e.g. dual left-turn lanes at Olympic Pkwy and Ute Blvd). I don't think widening any existing lanes would help at all. An additional traffic signal at Bear Cub Dr. would not help at all. Extending left-turn queue lanes on Ute Blvd at SR 224 would definitely help and eliminating left-turns at that point should have minimal

The main traffic problem is keeping the traffic moving into and out of park city at peak times. Adding another traffic signal on

I think this is the 3rd best choice of the 4 for all concerned.

ALTERNATIVE 4 COMMENTS

This seems like a much more realistic and rational alternative.

I would add an alternative with an i-80 interchange at the park n ride, or one to join with the traffic circle in front of the outlets to divert that traffic from the Kimball Junction area. (I am basing this off a belief that a reasonably high (>10% at peak times) number of vehicles are travelling from I-80 to the area between the outlets and 224....disregard if that assumption is incorrect.)

It's scalable, implementable, can be re-evaluated over time, minimizes ongoing maintenance costs (i.e. plowing new roads & interchanges), and maximizes value.

More lights is not what we need on off ramps at certain locations will work better for flow

Seems to be the most affordable. Gradual change will allow to see how habits change and perhaps modify the plan of doesn't do enough to improve traffic flow

NO!!!!!!!!!!!!

could work

This doesn't begin to address the depth of the problems. If pursued, it will need to be redone in short order as Summit County

Additional tunnel is nice

looks like the simplest solution, not a fan of the new road (in green).

This alternative has no new roads built, a plus on the environment and character of our spaces.

Not enough overall improvement, not tackling the issues fully, a set of band-aid solutions.

seems fine

Whatever you do put a freeway noise wall up on the north side of i-80 1/2 mile east and west beginning at top of the ramps.

HOV lane is impractical as a solution to the congestion at Kimball Junction. Pedestrian tunnel is too long of a walk to mitigate

At some point the SR224 traffic heading to and from I-80 needs to be separated from the local KJ traffic. This option only puts expensive band-aids on the issue that needs a realistic long-term solution.

I like how this plan can be completed in phases. By increasing the turn lanes for vehicles and transit hov could really speed up the congestion. I also like how it expands the existing roads.

Open spaces being taken away?

Stop building and tearing up our open spaces! Please

These all appear to be good ideas to help clear up the traffic while more significant, long term solutions are worked on!

I like this one as well too

Traffic lights here dont work

This seems like a good option because it can be done piecemeal as demands increase. It keeps traffic in the current commercial zone. Like Alternative 3, one of the key issues is giving LEFT HAND TURNS a fighting chance. Currently making a lefthand turn anywhere in park city is nuts. Make sure that once built, people can actually USE IT because you've re-triggered the traffic signals to allow parity between all directions / left / straight / right turns. A lot of the congestion now is people just wanting to Agree this alternative has some near term solutions and small benefits but appears to only partially address the traffic congestion and hope to kick the bucket down the road for others to solve.

This looks like a bandaid solution. On the upside is accommodation for HOV. How does this connect to Ecker Park and Ride? The Need to see a larger model for more information.

Again, public open spaces should not be compromised

Again interim solution.

ALTERNATIVE 4 COMMENTS

Good ideas here.

I do not see the need for a tunnel! There is already a tunnel at Newpark! Direct people to the options that are already

I really dislike the D-14 road, and in general, this one is lipstick on a pig.

Stoplights require idling, which creates pollution and reduces free flow of traffic.

Suggests a road in the preserved open space. Open space bonds purchased that land and never had a road planned there in the

These short-term solutions and phased approach is surely the least invasive of the 4 alternatives, but I don't have confidence that it fully addresses the growing transportation demands of the County.

I like the concept of double left hand turn lanes at Ute and Olympic Blvd., but the majority of the congestion simply comes from the i-80 interchange. With that consideration, this option doesn't feel as effective as the previous one.

This seems like the most balanced alternative. I'd vote this number 1.

OK as a phase of a larger solution but will not solve major problems at the junctions if this is all that is done.

And Summit County is presently considering to Approving Further Houses and businesses Via Dakota/Pacific proposal? Are you nuts?

This would be my second choice. Again, I'd like to see wildlife bridge added.

Seems less foot/bicycle friendly but possibly least expensive?

Should be fine

This is a bit easier to visualize, but don't know if they will work.

I am not a fan of short term solutions since they generally are out of date or their usefulness is reduced by the time they are

Any of these alternatives is better than Alternative 2. Alternative 4 is scalable and may make more sense financially for the

While this seems only slightly better than option #3, it also seems that this would be a year or more of ugly

individually, these "band-aid" solutions will likely provide temporary relief in Kimball Jct. A longer term more comprehensive

solution would better serve the community long term interest. The SPUI is an unmitigated failure in this location and should be

It doesn't ruin the open space by Hi Ute ranch so it has that going for it. Construction for ages, making pedestrian/bike travel

This will stretch it out way too long.

A bit chaotic and hard to visualize this plan and seems to rely heavily on high occupancy vehicle options which may or may not

Seems like a more practical solution to see how the changes work incrementally.

Initially less expensive and less infringing on the area.

Very short term and inexpensive solution.

Not much change from current

For better or worse, PC is not going to slow down in growth or commuter numbers any time soon or EVER. Piecemeal attack of the problem invariably ends up costing more with years of frustration and constant upheaval vs. doing it once the right way...

As I said you need flyovers to handle traffic going directly into and out of PC. Local travel stays on roads as is now.

As a land planning consultant to the Beuhner family I regret that their altruistic and social conscious mission to preserve open space via the HI Ute Ranch has already been overly compromised. Under duress from the state's self-serving Olympic agenda and failure to explore viable alternatives for the ski jump run-out and vehicle access, established open space and environmental integrity were avoidably sacrificed 25 years ago. To further denigrate the HI Ute Ranch would be untenable and an insult to a family that has surely sacrificed enough for the community welfare.

no opinion

ALTERNATIVE 4 COMMENTS

Phases are always better. And al of this is really unnecessary.

I don't understand why you aren't considering simply closing up the intersection at Ute Boulevard ... that should be a straight shot from I80 exit to Olympic Parkway ... no turns. No scrambling cars or people or my closing my eyes praying somebody walking won't get hit in front of me. So McDonald's won't like it, the Carwash won't like it, or some of the businesses on the east side of 224 may not like it at first, but really ... nobody needs to be turning at Ute. It backs everything up and is just unnecessary. Close it up. Put in a pedestrian underpass. Everybody in cars can go down to Olympic Parkway, enter either east or west business parks from there, and meander their way in to the business centers do their business ... this would eliminate SO

I feel this is a band-aid approach to a long-term solution. The benefits are that a phased approach allows for future

Like that it's a phased effort, decreases impact of construction on local businesses

If I were forced to pick an alternative this would be it, though I think this is not a solution at all. In all the alternatives, the only thing proposed that would "promote safer walking and cycling," "create a place with viable alternatives to a car," or "improve environmental sustainability..." is the pedestrian tunnel under Ute Blvd. Even this does the bare minimum to address these issues. To truly have a positive impact on the social, cultural, and community resources, it is necessary to get people out of their

This one simply expands turn lanes and appears to be a short-term benefit. Not sure it will provide a lasting improvement to

Least impact and it would be in steps so it would probably impact traffic less while under construction.

I live in SLC but I am interested in all developments around me and places I visit. D-14 expansion is unattractive and will facilitate population growth into open space. This one needs to be considered with defining a tolerable growth and growth rate of population. A tough one: existing population defines tolerable or a later, larger population defines tolerable by wishing it had

This seems confusing like D-14 cuts across the landscape but that's really not clear at all in your report

Similar to alt 3, this is a short sighted plan that will require a renovation in under 10 years.

I don't get why you consider short term anything. Waste of our money

The dual left lanes would be very helpful.

See above. Note that I am not sure we need an additional tunnel since there already is one. Business are all on the east side of

Although it is a short term fix it seems to make the most sense

Still not a fan of the widening or dual lefts as it continues to make it easier to drive. and really, triple northbound lefts is that needed? I am completely against the new road to Bear Club. Could these expansions go to HOV or transit instead? This scenario has more transit and multimodal options incorporated into it which is why I like it the best, but I think more is needed.

I think this would cause a huge problem with people wanting to turn right into McDonald's and having to cross over an HOV lane. Also, people will still go up and over the concrete curb barriers on the west end of Ute where McDonalds and the Library are. There is a very small turn area from eastbound Ute to the access road to Arby's & McDonald's, etc. where I have seen people going up and over the existing concrete curb barriers even now. "Right Turn Only" out of McDonald's onto Ute has been Best solution proposed. Solves the main issues. Not too complicated.

Positive step combined with Texas Uturns

Not sure that this alternative does a whole lot to relieve congestion. I like the idea of the transit/HOV lanes, but we've got to If we're being realistic, this sort of half-assed attempt is what we're going to do, right?

Putting traffic on Bear Cub drive and the UOP access road is a TERRIBLE idea.

Look, fees for parking and tolls on the roads are the only long term solution.

ALTERNATIVE 4 COMMENTS

Most of the options presented here will improve the area, but the issue remains there are still not more access points into Redstone. With the increased lanes exiting I-80 and turn lanes you might reduce some of the traffic congestion but you still have all the vehicles trying to access everything at the same two intersections. This scenario creates more improvement if you have the Bear Club dr light and access so those in the neighborhoods could bypass worker/skier traffic at high use times by skirting 224 to get to schools/grocery/businesses. Without that this seems like a small improvement that won't offer much improvement

I think a bus only lane into and out of PC is needed. Unless I'm not understanding the definitions correctly, only the Kimball Junction area is under consideration for these projects. I would like to know how these proposals affect traffic both ways on 224.

This plan does not do enough to make any significant changes

Fix it once, fix it right, and don't drag it out forever

An improvement but not to the level of grade separated movements.

This is nowhere near enough to actually resolve the issues facing kimball junction. While I believe some of the improvements (specifically D-15, D-10, and D-14) are good and should be incorporated into whatever final plan is chosen, but the 224

Interchange needs to be entirely reconstructed, rather than subjecting residents to endless reconstruction that still leaves us

Using short term solutions in a situation like this is a recipe for disaster. As much as major construction is a pain it will be much more tolerable then 10 years of small projects that in the end don't greatly impact the traffic flow in the area. This proposal has little to no effect on the area with the exception of constant construction and an ever increasing amount of traffic.

Does absolutely nothing to address congestion.

Giving more lanes will just create more congestion, the cars just need a way to get outta town quickly and easily. I think this

Tunnel under Ute and closing the left at the library are good. Everything else is poorly thought out. All of these alternatives are missing key ideas. Why not spend serious dollars on purchasing the land next to transit center and build a massive parking structure? Funnel vehicles off of 224 to this lot. None of these projects tie into and improve existing transit center.

Why don't you just stop building in an already over congested area?

This sounds like a lot of time dealing with construction with little gain.

Won't help as much to reduce traffic build up

Short term solutions with minimal positive effects

We need bold solutions and this is not it.

ADDITIONAL COMMENTS

Alternative 3 is clearly the best option. Putting the 224-to-80 traffic on a separate level from the local cross-traffic will greatly improve traffic flow. Those two sets of traffic will no longer have to stop for each other. It should also make the area much more Alternative 2 would directly affect and encroach upon conservation easements that have been protected with Snyderville Basin tax dollars. Alternative 2 in an UNACCEPTABLE solution for our community.

Whoever thought of running more traffic into Bear Hollow clearly hasn't spent much time there recently. PLEASE do not add to the congestion and danger when there is a great alternative.

Please no interchange by the school. DUMB, DUMB, DUMB.

Do not build roads on conservation easements. Do not make Park City a city of roads and bridges and underpasses. Do not build more roads on our precious land. Park City is a mountain town, but now it's turning into a city of concrete roadways. I do not Comments provided with each proposal.

Combining number 1 with number 3 will go a long way to alleviating traffic congestion in the Kimball Junction area.

Alternative 4 is going to be something that could be and should be implemented nearly immediately to help with the traffic situation. But that is not going to solve the long term problems created by the development being pursued by developers and

Alternative 2 would be a death sentence for my condo amenities at Powderwood.

Build a tram line (like Trax) down the center of 224. Make visitors take that- providing resident permits so that we can use the existing roadways, and visiting vehicles are not permitted during ski season, Arts festival, and other high traffic times.

Alternative 3 appears to be the only real option that will protect the community and allow for easing of traffic flow.

Option 2 is AWFUL. DO NOT DESTROY ANY MORE OF OUR COMMUNITY FOR TRAFFIC.

Alternatives 2 and 3 together could be a potent combination, especially with HOV access from northbound 224 to Westbound 80 via a bypass that involves a tunnel (ie no left turn across 224).

Please, NO construction in our open spaces and conservative easements!

Feel flyovers may negatively effect Spring Creek Subdivision

All the alternatives add to the congestion problem on 224 as you get closer to Park City.

We need to have independent expert analyses from architecture/design experts, traffic experts, sustainability and environmental experts to rate the options before we can give a true opinion

Additional traffic lights on 224 should be avoided at all costs. Diverting traffic away from the 224 seems problematic to add a bus lane to alternative 3

HARD NO on Alternative 2

I was shocked to learn that you were shocked to learn how much traffic there always is at Kimball. The turn into the Smith's No Bear Cub Drive connector

Please, no connector to Bear Cub Drive

Do not construct connector to Bear Cub drive as it is very detrimental to open space and residents of Bear Hollow Village and will create huge traffic congestion at bear Cub Drive with back up on connector.

More lights will only back-up more traffic outbound of Park City in the late afternoon. Bear cub dr. is a problem for people Please, no to Alternative 2. Leave the Hi-Ute Ranch alone!

Vail should have to chip in for these. their low price passes are the reason for the increased traffic coming in from Salt Lake.

I wish I understood the options! This survey is confusing

Whatever action is taken at Kimball Junction will just move the traffic congestion further into Park City. There are too many cars in Park City and building more capacity will not help the congestion problem. If there were an exit out of town via Deer Valley, then there would be better circulation but spending money to improve the exit into and out of Park City does not solve the traffic problem, it merely relocates it further into town. Alternative transportation options and restrictive parking is the only

ADDITIONAL COMMENTS

I have lived in Atlanta, Ga for 30 years before retiring and moving to Park City 5 years ago and I do not miss the crazy Atlanta traffic which has instituted some of the Texas U-turns and also used different levels of access roads and the multi level road are much easier to follow for visitors and separate traffic into directional quadrants that easily lead you to your endpoint much None of these seem to be a solution that will fit the needs 25 years from now. All solutions appear that they will be outdated by if going with option 4, the real key is keeping traffic from backing up out of turn lanes into traffic, and keeping traffic from backing up into the traffic circles which causes gridlock. on newpark and ute blvd there should be 3-4 lanes exiting the traffic Alternative 2 cuts thru the nature preserve and into a residential neighborhood.

Avoid taking open spaces for more roads.

No

Wish they were translated better for me to understand.

The only problem with Alternative 3 is that the path from 224 N onto Hwy 80 west needs a tunnel or flyover, rather than the current plan to continue with a light or traffic stop there, causing terrible traffic backups & extremely damaging environmental None are acceptable.

Remove stop lights, add roundabouts

How are we going to build more parking at Kimball, so people could be more inclined to take the buses into town. Incentives for people take the buses at Kimball. Could take alot of the tragic stress off 224.

Alternative #3 is best for community

Thanks for the good planning

they all suck.

One of my assumptions, despite a focus on walkways, bike paths, pedestrian/bike underpasses, and public transit in the survey, is that these facilities and opportunities are not lacking in the Junction. Summit County has done a lot to encourage walking, biking, and public transit.

My main concerns are:

- Traffic substantially exceeding capacity on SR-224 and across it, as the Junction serves as the northern gateway into Park City and an entry point into the Kimball Jct shopping, dining, lodging, & work area (and UOP).
- Navigability within Kimball Jct on both sides of 224.

I found it hard to understand the longer-term implications of each approach, but my responses reflect my belief that it is Short term solutions are helpful as long as they don't deter a true fix to the problem. Alternative 3 seems to be the long term fix that the area needs to function as a cohesive city center. It's an investment in making Kimball Junction a desirable location Do not piece meal this project.

Don't expect unrealistic results. 75M only gets you a 75M solution and if that doesn't move the needle, don't spend the 75M...select a project that provides a solution. It cost what it costs

No matter what, our open space must be preserved. Do NOT allow alternative 2 to happen.

Hard to tell, but does only Alternative 2 dump HOV traffic into the Ecker transit parking lot directly from I-80 ?

Think of the landscape and the year round residents before you kiss the feet of the tourists!

Please keep access to Rasmussen Road from SR224 & ensure Rasmussen/Bitner & Highland roads remain two way frontage for Only Alternative 3 really solves the problems. Spend the money and do it right .

ADDITIONAL COMMENTS

It was very hard to follow the dialogue about the alternatives. Having a visual representation that showed traffic flows vs. static photos would have helped me evaluate the alternatives more easily.

Not sure how limiting traffic to HOV can be achieved.

While not mentioned, in no way shall consideration of round-a-bouts be considered along 224. My experience with heavily travelled routes in Edmonton, Alberta made large round-a-bouts traffic jams during morning and evening commuter backing. The less "new routes" that need to be created, the better. Which is why I like Alternative #3 most, because it mimics existing roads and adds creative overpasses to help through-traffic pass.

Traffic cops at commuting hours and disable the lights would really improve things a ton.

For alt 3, Add something on the bridges like restaurants, shops, or pocket parks to encourage people to walk and bike across, making them part of the neighborhood rather than a barrier.

Please stop allowing so many new building projects. We are full up: no more room if we want to live in a nice place.

Consider the driver. Getting cute is a bad idea

Gondola?

Alt 1 south side offramp helps

S/T, L/T biggest problem is outbound traffic onto freeway & access to Kimball/Left to Olympic Park side & people coming off

This option does not address the issue at hand - traffic lights at kimball junction/ red stone. Doing anything else other than eliminating lights to access or exit the highway is a futile effort.

Better to go with long-term solutions than a quick fix that will need to be addressed down the road.

Please see my comments to individual Alternatives 1 and 2. I really do not favor any of the Alternatives or think any of them are viable. Since that wasn't an option I did pick, but its half-hearted at best. Please see my comments to Alternatives 1 and 2, I believe those comments are applicable to all Alternatives. Reductions in the amount of traffic, control of future development and really taking low cost housing seriously are the answers. Trying to improve traffic flow, if successful, will only be short-term and will eventually lead to more development and a return to the problems we are now facing.

All of these ideas are not good socially, culturally, or environmentally for Park City. They are making this quaint town into something no one here wants, a city. The roads should stay the way they are so people have to deal with traffic and maybe will please do not disturb the existing trails and natural scenery or if necessary please do it in as narrowly tailored a way as possible. Keep development confined to the smallest area possible. Park City is special because of its natural wonder and historical character. Minimize environmental impact and think long-term.

Need some cost analysis. If the tech park goes up, this changes absolutely everything and all options need to go back to the Stop destroying our open lands!,,

I think adding ANOTHER light on 224 is just compounding the problem. I would be careful about routing any traffic away from the Kimball Junction area. I like having everything there and I like having access from I80 and 224. I don't think it's fair to bypass the area as it will negatively impact the businesses, the loyal tax-paying service-providing businesses, just for convenient. I think I recommend blending Alternative 3 with Alternative 1 West. This would eliminate any and all traffic lights going in and out on 224. To achieve this I am proposing eliminating the left turn from the I-80 West at the main intersection. Traffic from the I-80 West to Kimball Junction would continue along Rasmussen road and then turn left at new proposed bridge in Alternative 1. It's really hard to pick one, the way these are set up. There are too many factors. I've added comments that show what features I D7 & D-11 of alternative 4 would be awesome improvements.

Regardless of alternative I would LOVE to see additional pedestrian/bike paths - a tunnel beneath Ute Blvd would be a great. Shouldn't the experts be deciding this not citizens like me with no education or experience in engineering, traffic mitigation, design etc. who cares what is locals think. Hire experts to figure this out!!!

Alternative 3 is the worst of all. It doesn't help any of the local traffic at all. And it affects the local community quality of life.

ADDITIONAL COMMENTS

No

Too much use of traffic engineering jargon in the survey

The integration of the Ecker Park and Ride into the long-term KJ vehicle reduction plan is not clear to me. That lot seems awfully empty to me and I feel that it should be utilized to its maximum-- without any impingement on conservation lands

Please leave our open space alone. There is so little left of what Park City/Hi Ute Ranch used to be.

The main bottle neck in competition between through traffic to and from I-80 and the access of local Kimball commercial or neighborhood traffic. Separating these streams with dedicated lanes or 224 or new parallel roads and introducing under or over

Make Ecker Park and Ride accessible. Separate I80 and Local KJ traffic. Make Center 224 lane a swing lane

will the new half diamond interchanges in Alt 1 provide the Texas U-turn movement, or would the u-turn be at the existing SPUI

Alternative #2 is the absolute worst in terms of environmental impacts, especially to local residents.

Do the least harm possible to the landscape and environment.

I just don't see how any of these solve the south-bound 224 problem rather than just shift it a mile up the road.

An underground expressway would make the area quieter and less inhibited by all the traffic and would create a safer way for express drivers in and out of PC to travel without the hazards of the weather.

Transit/HOV is not the problem. No one is using the Ecker Hill park and ride now and that is not going to change with an HOV lane ruining a residential area that's been around since the 1980s.

-- Your survey is tweaked to get an answer for YOUR project. The ALTERNATIVE 5: WE DO NOT want this lengthy, expensive, dense project in our Kimball Junction area. From the get go it is skewed to interpret the project survey as being acceptable in one way or another.

Do you have any additional suggestions that we should consider?

-- YES, Go back to where you came from, ruin someone else's community. You are devaluing our property and community so you can develop our open space so you can make more money for yourselves. Go spread your propaganda somewhere else.

We are happy just the way we are!!

I don't think Kimball Junction as a cultural mecca and more of a thoroughfare to get tourists in and out. Most locals go there when traffic isn't bad, so we are more focused on getting the tourists out of town as fast as possible.

Any option selected should include a ped/bike tunnel at Ute Blvd/224. Any option selected should make it easy to take public

Definitely not #2.

I do not like alternative 2 either.

Alternative 1 will change the entire look of kimball junction from a mountain town to a downtown city.

I am for anything that is least invasive and preserves the status quo.

I wrote them in the comment boxes already

Please do not use a bypass road through a neighborhood

Build auto tunnels under 224 or an overpassTo/ from I 80

I love the idea of one way frontage reads and Texas u turns. That works.

I also like the alternative of reducing 2 of the lights near I80 so that traffic will not build up with ski traffic

There should not be any extension of Olympic Parkway to Bear Cub Drive due to the destruction of Preserve Open Space and the See my prior comments.

Thanks for your consideration.

You can't limit development by making a bad road. Roads need to be built to meet demand. Don't try to stop development by keeping bad road designs. If you want to limit development, that is the root cause, not good roads.

ADDITIONAL COMMENTS

I think creating the bypass road through the conservation area is the worst part of any of these alternatives. If it were going to have a significant impact for all traffic flow, I might be more open minded about it. But, it doesn't. It is destroying the landscape significantly and for a distance only to address a niche part of the problem. I don't see it doing anything measurable to relieve Alternative 2 should be removed from consideration. Simply unacceptable. Would ruin the daily activities of 500 people,

No

Surely you are considering the possibility for future events (e.g., 2030 or 2034 Olympics, X games, etc.). Let's fix this problem now completely! If not, we risk the same mess BCC and LCC have nearly every Saturday morning after snow! Our area guests need to get to the resorts without too much issues, and local owners need to live their everyday lives without tripping over the

I do not believe we should encroach on the easement

Part if the allure of Park City is the amount of open space and outdoor recreation space. Using Option 2 to take that away would be detrimental to the area. I believe it would lower property values to the homes and condos in the area which in turn harms Don't forget about the morning commute issues at Bittner and 224 and how traffic continually gets blocked due to too many people trying to access 224 and not enough room to hold them all coming off Bittner.

I think the scope of alternative 1 is extreme and unnecessary. I rated alternative 2 as least preferred but alternative 4 is nearly All of these options focus on bringing in more vehicle traffic. It seems that the overall plan is aimed at making it difficult for residents to access amenities by reducing parking and increasing car traffic. When all is said and done, the residents will pay for this traffic mitigation plan and the lack of parking will make it very difficult for residents to access the amenities that make Park Already included them ...

Alternative 2 should not be considered due to it's negative impact on the open space and on Bear Hollow Village

None of these alternatives provide any long-term alleviation of the problem of too much traffic passing through the increasingly overbuilt area at Kimball Junction. The ever increasing number of businesses and hotels in the Kimball Junction area is going to continue to draw in more traffic. None of these plans address the issue of an increasing number of cars coming into PC and the Prioritize transit, HOV, pedestrian, and cycle infrastructure

Parts of each of the alternatives might be workable. But none of them seem to have all the right components. Might be able to combine parts of each of them, somewhat like alternative 4.

Please don't make Bear Hollow an extension of Rt 224

Do good.

Alternative #3 is by far the best and creates the best solution to get the I-80 traffic directly through the 2 interchanges.

It would be a shame to destroy open space to construct new roadways. It would also be unwise to construct roadways that

Option 2 would have a significant negative impact on Bear Hollow residents, who are already suffering from overflow bypass

Alternative 3 has best long term congestion reduction in Kimball Junction

I ended up giving a slight preference to Alternative 4 because it would be the least expensive approach given none of the options really address the underlying problem with the Kimball Junction intersection. There are just too many cars trying to access the Park City area either for work or recreation. While Alternative 2 tries to boost transit options, it does so at the expense of conservation land and spreading the overall traffic impact. Until there are more viable options on the table to stop so many cars Alternative 2 will have a negative impact for the residents of Bear Hollow. It will increase traffic on Bear Cub Drive, and create adverse noise issues for the homes on the north, and northeast side.

KJ is not the only area in Park City that suffers from congestion. The Canyons base area, and all of Park City south of Meadows Drive suffers extreme congestion during busy days (every weekend, every powder day, holiday periods, and every day during Covid pandemic that ends with y). By reducing the congestion at KJ, we will be accentuating congestion in these areas.

No new roads!!!!

I watch people every day botch the roundabouts; I can't imagine these people dealing with diamond interchanges and texas u-

ADDITIONAL COMMENTS

Build a road through the Swaner Preserve. Yes, we are all aware that it's a preserve, but it was rather short sighted to block in Combine 1 and 3,

Confusing & where are the cost margins, timeline fore construction for each?

Hate alternative 2

please do not affect our quality of life

Alt 3 works. Most busy small towns in Europe have similar road infrastructure.

nope

Please, our existing trails are incredibly beautiful. It would be a shame to tear them apart and add roads where the congestion

If the goal is to be less car-dependent, then building more roads is not the solution.

Alternative 3 is the only one that address the really issues and that is getting traffic from I-80 to Park City through Kimball Junction. The interchange with I-80 is not the issues the light at Ute Boulevard is the problem

High Ute ranch is a beautiful and quiet area. Let's not mess it up

no

The only option with potential positive effect is #3. Encroaching a conservation easement as proposed in option #2 is a nonstart. I would hate to see option 3 happen, but I feel like it would benefit the current situation the most.

only logical solution that is clean is Alt 3.

I'm strongly opposed to loss of an open space or conservation easements. I also have a generally bad feeling about the big citification of this area. If people think there's too much traffic, they should try not to drive at busy times rather than the town

When can we have trams or electric cable cars for commuting? What about the same for a commute to connect with TRAX and

Avoid adding new roads, esp in open space, i.e. bear cub and ute ranch in alt 2, bear cub in alt.4

Not a fan of this project

Comments were made in prior section. Please do NOT invade the Conservation Easement area. Both to protect it and also to avoid another traffic light at the Bear Den intersection which would not be good for either local or through traffic.

I don't commute thru there so have no educated opinion on the other solutions. I just feel that alternative 2 negatively impacts

I can not express how disappointed I am that alternative 2 exists

Please avoid adding new road in open space areas

pedestrian tunnel at Ute Blvd would be an excellent addition that allows for safe pedestrian traffic; the traffic light at Bear Cub

Alternative 1 will negatively impact property values of residential areas, reduce quality of life, reduce happiness of living. It also seems that it would be one of the most costly and not even utilize existing infrastructure to its potential.

Alternatives 2,3, and 4 are all acceptable.. but it's my opinion that alternative 3 will alleviate the most traffic.

One way frontage roads seem like a questionable alternative... how would that work in emergencies when I-80 is blocked?

Just leave our Summit County open spaces intact. Buldoze somewhere else

Would prefer little or no material changes to the frontage roads along I-80.

#2 will end up in court I am fairly confident.

option 2 is a bad idea. the land trusts that save land work hard to preserve these lands and will fight very hard to stop such an idea. lets use the money on preserving land not on lawsuits.

Consider both short term and long-term solutions.

you need to actually provide simulation of how traffic would flow....no one understands texas u turn and other traffic planning lingo....please make better diagrams.....you are going to get back data.

Yes, the most effective way to improve this along with an HOV lane is to limit visitor traffic by making tourists use uber, taxi, bus

Alternate 2 and 3 should be combined into a single project.

ADDITIONAL COMMENTS

Very hard to understand how Alternative 1 would be implemented wholly or incrementally.

Forcing traffic changes is a disaster in planning.

blend 4 with 1 or 3

Alt 2 is out of the question. Alt 3 may be a longer term solution. Alt 4 would be more palatable and Alt 1 would make peoples head's spin. Alt 4 would give you all some time to really come up with a solution to an issue that cannot be built out of using

Look towards the future and sustainability, making it easier for cars to get around does not solve our problems.

Consult Elon Musk to build a tunnel under 224 from I-80 to Kearns, allowing the the 224 corridor to be open space. It would benefit the wildlife, bikers, hikers & cross country skiers & the community at large.

BRT and HOV only improvements have to take priority in all Alts or ridership will never be what it could. Alt 1 would be vastly improved if paired with a BRT/HOV priority infrastructure improvement through or around KJ.

Alternative 3 is good. Add a traffic signal at Bear Cub Dr as well.

Extra lanes are more important than HOV lanes.

Don't do them. Coming from someone who has lived in park city for 27 years.

Force by design (encourage) resort/visitor parking outside of both the 224 and 248 entrances. Establish parking outside of the core. Obviously the Cottonwood area is different but their traffic volume issues are Park City's future unless the numbers are Any solution should be long term rather than short term-the area is growing at a rapid rate and it would be a waste of resources

Option 3 is what we have been asking for a very long time. The main issue with Option 2 is adding another traffic light to 224 is AWFUL, we need less lights to reduce traffic, not more, therefore Option 3 makes A LOT of sense. Traffic Lights at Kimball & along 224 for AM inbound and PM outbound need to be eliminated/addressed first & foremost with flyover ramps to keep traffic moving. Until that is done, the rest is wasting money and resources. Option 4 sounds really confusing and minor actual Do it right, do it once.

Alternatives 1 and 4 are simply unacceptable, especially 1.

Wouldn't all of these just induce demand, and create worse traffic in the downtown area? Shouldn't we be changing our ideology to encourage bus or mass transit for the commuter, skier, or tourist?

No

All routes going in and out of town at certain times are horrible. It shouldn't be that difficult to figure it out.

Alt 3: at intersections with Ute Blvd and New Park, replace bridge with traffic lights to circles over 224.

Is the goal to enable more traffic? The more capacity we build, the more traffic we will have. Is there/can there be a balance? We cannot keep building more roads just to accommodate more growth or anticipated growth. Increased housing/population has a larger impact on so much more than traffic. Community needs to come together and look at the big picture and set a plan Please, don't cut into open space, and don't stuff more traffic on Kilby road by Whole Foods.

Having continuous roadway through Kimball will help getting into and also leaving town. After a ski day traffic is backed up all the way to the canyon from kimball junction. Having Overpasses will help people get out to the highway safely and efficiently. It will also minimize accident with people trying to turn into the red stone area at kimball. Alternative 3 or version of it will help

Protect the neighborhoods over businesses.

Take care of the people who live here now.

Keep traffic where it already is and expand there, not near neighborhoods, trail systems, and schools.

I bought in Powderwood because of the location next Hi Ute Ranch that was protected from alterations, I thought???

Please take care of our people, our community, and this beautiful place we live and do not accommodate to the many businesses that want to encroach on our open lands. Please don't make Park City a mini Salt Lake City.

Grade-Separation is probably the most expensive, but is the best permanent fix. The other alternatives may help for a little, but will eventually experience the same bottlenecks that we currently face as population expands.

ADDITIONAL COMMENTS

Don't destroy the open space

Hi Ute open space should remain. Building a road through this area does not honor the open space agreement. The Hi Ute open space is a major reason I live in the Crestview Condos. I do not want a road in my backyard.

Whoever came up with plan #2 needs to be fired!!!!!!

Exercise eminent domain on Deer Crest road to connect Deer Valley to Hwy 40 without congestion downtown. Thousands of workers, tourists, locals and vendors would use this option everyday. This would reduce overall congestion throughout Summit County. People that live in SLC and work or recreate at DV would use this option, which would DIRECTLY reduce congestion at I hate the bypass road concept. Most residents and businesses would probably hate it, too.

Option 2 should be removed from consideration.

If alt 2 is put in place we will be selling and moving away from Park City.

YOUR NEXT JOB IS TO WORK ON KEARNS BLVD., AKA "THE NIGHTMARE ON KEARNS BLVD."

It seems like a combination of these plans should be considered.

Minimum surface disruption, contiguous road pathways to consolidate O and M, and be able to direct road runoff to minimize NO SHORT-TERM SOLUTIONS. We need a major long-term fix and we need it done soon.

Just connect the Rasmussen frontage road to the back side of the Kimball shops.

Before we spend & develop more remote parking lots (like the Ecker School lot or Quinn's -Montage lot) let's substantiate they

Please do not disrupt the Olympic Park road or the Millennium trail - they are fantastic places for cycling and I would be very sad

Please do not use alternative #2!!

Please do not approve the HOV lane/road in the High Ute Ranch. You're going to ruin that very nice area.

These are all terrible. What a mess.

Leave Hi Ute alone

Any thing BUT Alternative #2 Which wipes out The

trail and goes right behind Crestview and Powderwood Condos and Apartments. The trail is heavily used by walkers, children learning to ride bikes, and people for exercise in clean air. This would also put auto traffic too close to bedroom windows with HOV lanes don't work. They back up the non-HOV lanes and people are going to drive and use their cars no matter what.

Alternative 2 is the WORST imaginable.

Alternative 2 is the worst option- does absolutely nothing to reduce traffic along 224 through Kimball Junction. I will absolutely fight this and make sure that lawsuits are involved if they try to condemn any portion of the Hi-Ute conservation easement.

what about the traffic after Kimball? Also Kearns after ski traffic is ridiculous

DO NOT DO ANYTHING TO ALTER HI UTE RANCH BOUNDARIES

The proposal 2 will destroy the views and peaceful quite of the property owners at Powderwood, Crestview and liberty peak and

Mostly I do not want any new roads near the open space.

Do not try and provide work arounds by using side streets that ultimately lead back to SR-224 from SR-80. These types of workarounds just create disputes and alternate areas of more congestion.

We must contain the improvements to the area that is impacted (SR-80, SR-224 and Ski Resorts). Lets widen and improve only these impacted roads to preserve our watersheds, land and air quality.

Do not use open space thru Hi Ute Ranch for more roads. Leave open space open!

You shouldn't be building through protected lands.

No encroaching on conservation easements!

Keep open space open.

All but number three were awful

ADDITIONAL COMMENTS

Please save our open spaces!

Absolute "No" to a bypass road on the Hi Ute Ranch.

Il-59 and I-88 junction in Illinois is a good example of where a bad congestion problem was alleviated by a clever reverse diamond style junction. That would be a good choice for -I-80 and 224

Alternative 2 is so intrusive to the existing residential community it should be eliminated as an alternative. To suggest an additional road on the other side of homes where there is already a road on one side is beyond comprehension. The Hi Ute ranch is one of the most beautiful areas of Kimball junction. This option would be such a detriment to the enjoyment of the open People don't understand to get off I80 at Jeremy to access Ecker and it is slow and dangerous to go Westbound on Kilby to backtrack to Ecker. Do not force HOV because people don't have ability to carpool for grocery shopping. AND keep the lanes PAINTED, you can't follow lanes if they aren't repainted often enough.

I'm not letting this happen. Just stop. Stop the overdevelopment.

Nothing needs to be done. The traffic is tiny compared to the rest of the USA. There is no problem. Do not fix something that is not broken. Save your money and or put it elsewhere or give it to the needy.

Would be great to get some additional feedback from transit experts on what is the best plan and why.

i think alternative 2 would eventually lead to development of the open space. a terrible idea.

i think alternative 3 would make it easier for thru traffic to reach i80, and keep local traffic separated. the way it is now, thru traffic and local traffic share the road, which leads to congestion.

The idea of building over protected open space is offensive.

Alt 2 is a disaster for future open space projects. Prospective land donors will realize that their development rights easements

Whatever you do put a freeway noise wall up on the north side of i-80 1/2 mile east and west beginning at top of the ramps.

The idea of changing or disturbing any of the conservation easements or open space designations is a hard no for me!

Alternative 4 could provide a short term solution to the congestion problems. With the existing proposed building and expected population increase in Summit County and Park City, it seems a grander plan is in order. Something more than just focusing all

I think we should opt for a long term solution to the problem rather than short term fixes that will need to be updated shortly

AVOID ALTERNATIVES WHICH WILL INVOLVE A LONG TIME OF DISRUPTIVE CONSTRUCTION AND WILL MESS UP TRAFIC EVEN MORE.

Please do not mess with Open Spaces!

Use existing roads, build where there are roads already, don't ruin the wilderness area and trails. Don't construct roads within feet of the condos at Powderwood and other homes on that hill.

option 2 negatively impacts open space paid for by voters and should be removed as an option

Just stop

Stop building and tearing up our open spaces!

Alternative 2 would negatively impact all owners of powder wood, crest view and liberty peak.

Do not add bypass road!

Part of the problem is overbuilding in Park City. You are rapidly approaching the point of diminishing returns. As Yogi Berra said... nobody goes there anymore - it's too crowded. Park City is known for outside living/ open space / skiing / biking, etc. If it all turns into Houses / Condos / Asphalt you will destroy the character. It is not just Historic Main Street that people come to see. Every inch of land does not have to produce taxable income for the town. Please please please place emphasis on the

Alternative 3 is the only viable solution. I lament that the flyover alternative was rejected in 2000 when it was proposed as part Alternative 2 should not be under consideration. Sets a terrible precedent when dealing with Open Lands.

Please drop Alternative 2. It should not be considered because of the open space and conservation easements.

ADDITIONAL COMMENTS

Alternatives 1 and 3 have the longest view. Alternative 4 - Band aid solution.

Alternative 2 - Terrible idea and doesn't take into consideration growth projections - short term and cheap.

Alternative 3 first, and maybe some parts of Alternative 1 added over time; the bridges that go to Blackhawk are a good idea.

If Alternative 2 is chosen, we will be required to sue to protect the open space easement at Hi Ute Ranch.

Not sure I like any but definitely not in favor of anything in the preserved open space area to the west of Hwy 224 and across the

Would have liked to see costs and timelines of each alternative.

Alternative 2 comes at too high a cost and defaces the landscape which makes the Kimball Junction area appealing.

Stay off the Hi-Ute!

Don't take away more open space!!

They all stink. Open Space is sacrosanct. We were promised open space on these parcels and we paid taxes for this.

Need to be careful where pushing traffic to go. The Walmart and Olympic park traffic circles are already too busy. More cars will make it worse. Not to mention, people don't know how to drive them. Also, too dangerous to cross Walmart circle on foot.

Open space should remain open. Alternative that require encroaching into open space are short term solutions that have the cumulative effect of destroying the community character.

Alternative 3 could be an amazing solution particularly if we can burry the section of 224 between Ute and Olympic Blvd. This would materially improve the pedestrian and alternative transit connectivity of the Kimball Area.

Open space is a valuable resource that should be preserved

Alternative 2 is our open space entryway viewshed.

Do not ruin any more open space. We will never get it back.

You have no right to build a road in open space

Makes no sense to put busy road next to open space (alt 20).

I HATE option 2 that pushes in to the edge of open space.

See my comments regarding Alt 2, which provides the least traffic improvements while also having the most negative impacts on Preserve Hi Ute Ranch open space and the Millenium Trail.

need cost estimates for alt. 1 and 3...

both would work for different reasons

absolutley do not touch or go near any open space!

Don't solve over-estimated traffic problems by taking away open land---that is simply counter-intuitive for one thing

Alternative 2 is an absolute disaster!

Don't encroach on conservation easements.

I live in SLC. To me, the alternatives are very close in design so I just want to let you know that I think excelling in efficient use areas congested or destined to be congested is preferred to expanding into any existing open space area (OSA). Pressure to expand into OSA will only grow, even as we expand into OSA. So avoiding now is the same as avoiding later but we end up with a

The alternates are well and good, but there is a problem with the way the basin is being developed that is causing these issues.

We need to stop catering to the billionaires that are taking up all of the low density land for their 8th homes while building shitty apartments for the service workers who make this such a wonderful place, but cramming them into their little pockets not to be seen again. You're functionally trying to build a 5-star urban housing project in the middle of a rural area because god-forbid we

Please don't build a road out in Hi Ute ranch. Keep the roads compact and leave the open spaces open!

Please do not consider cutting into open space when there are other options that would serve the same purpose more

n/a

No road widening on 224. More bus and pedestrian options

1 and 4 should be the short and long term answers

ADDITIONAL COMMENTS

Alternative 2 is a great option, but at this point, there's little incentive for people to use it. If I work in Park City proper, I have to leave my vehicle way out at the park and ride, where there's opportunity for vandalism and it will take me a ton of time to get to. There is not a good solution proposed here, but building new roads where lower income people live (instead of a nice bike path that's there now) reeks of environmental racism. Not the look I think the county wants.

Again I think the Alternative 1 & 2 need to be done in conjunction. The Olympic Parkway/Bear Club route with light at 224 would solve a LOT of local traffic challenges when tourist and ski traffic make 224 backed up past the Ranch Place entrance. Those two solve a wide range of issues including creating access exit points from other locations than just along 224. They provide excellent I said most of my bit in the text boxes for each of the individual alternatives. I'd love to see a 3-D mock-up of alternative 3.

I understand that there is limited space availability, but traffic will continue to worsen eventually with all of these plans. I think the best solution is most certainly Alt 3, but it is also important to consider how to future proof it. I would encourage you to

There's too much focus on the fantasy of HOV and transit vehicles and not enough on the reality of the composition of today's vehicular traffic. Having lived here for 20 years I can tell you a lot about the source of congestion in this area, and HOV and transit vehicles aren't going to solve it. You should take a census of inbound and outbound vehicles (daily workers headed to PC and SLC in AM and returning in PM, combined with tourists) are the main contributors to 80/224 congestion, and local traffic accessing Walmart, outlets, Whole Foods, outlets, Ecker Hill on west and all the businesses on east side adds another growing

I strongly suggest that alternative 2 be removed from consideration due to limited benefits and massive impacts to

None of these seem to prioritize existing transit infrastructure (esp. the transit center), or solve existing walkability issues (along olympic rd, a few build in underpass but don't improve bike and walking on Smith's side of 224).

Stop building. Our town cannot handle it. Schools can't handle it. You're taking away what's left of any charm it still has.

All I know is something needs to be done to reduce congestion right off the freeway. It is constant. Getting off I-80 (when headed towards SLC) and trying to turn left to get into Kimball is a nightmare. The left turn lane that accesses Smith's is often so far backed up that it clogs traffic that's trying to go straight. It is not working as is, so I appreciate the ideas to help reduce

I think there should be a combination of 2&3. Priority for BRT transit and HOV bypass linking park and ride lots. Unfortunately, traffic will continue to be an issue and improvements to traffic flow also will need to be improved.

Option 1 seems to provide the best long term solution for dealing with traffic in Kimball Junction.

Unimpeded traffic flow from EB-I80 to SB SR224 is the highest priority. The traffic lights at Ute Blvd and, to a lesser extent, Olympic Pkwy block the flow of traffic getting off the interstate. Second priority is the reverse flow (NB SR224 to WBI-80) at the end of the ski day. I believe frontage roads along SR224 (Alt 3) is the most effective solution. Alternative 2 COULD be attractive, but if traffic is restricted to transit/HOV, we're spending a lot of money to only relieve 20-30% of traffic and I suspect it would be

Alt 3 - Rt 224 north needs to connect directly to I-80 West via fly over

ADDITIONAL SUGGESTIONS

For traffic leaving PC headed to Salt Lake, a relatively long tunnel that begins on north bound SR 224 (starting south of Olympic Park Way) ending west of the current I-80 west bound freeway entrance.

Please provide a safe way for pedestrians and cyclists to get from the Transit Center to 1. Wal-Mart, 2. Whole Foods, and 3. Westbound 1-80 exit gets backed up just like the eastbound 1-80 exit.

Just the idea of over and under passes eliminating the Stop Lights at Ute Blvd and Olympic Parkway.

Quit building office spaces, low income living spaces which multiply the vehicles substantially. Park City is a desirable high end destination- we don't need to resemble West Valley City. We don't need multiple fast food eateries, we don't need to provide affordable housing. We moved here to get out of SLC when we could afford it- and commuted to our places of work down the I am strongly opposed to A2 due to the destruction of open space recreational venues.

However, I think consideration should be given to utilizing the Olympic Pkwy connection to Bear Cub Dr. with some of the other plans. Traffic would flow better if traffic could exit /enter SR 224 further South.

How about an easy access FREE parking lot south of Kimball Junction?

224 and Rasmussen is a good candidate for a roundabout. Allowing Eastbound Rasmussen traffic to bypass the intersection and access the Westbound I-80 on-ramp would help.

Massive development has created your traffic problem. Have developers come up with a solution, they caused the problem. Pedestrian underpasses need to be identified by strong signage on the surface roads.

The SLC-connect bus should include a stop at the Ecker Hill Park and Ride and be strongly promoted as a park and ride for west bus lane to alternative 3

Make Bear Club Dr. one way into bear hollow!!

We did not consider the roundabouts that Vail put in for their entrance/exits at Vail/Avon, etc. Those would be good to consider, Expand the frontage roads from the Jeremy ranch exits. Use that exit from I80 and the entry and exit point for all kimball junction needs. Then make 224 a direct pass through with possibly NO exits at Ute or Olympic blvd. Make Ute and Olympic tunnels under 224. This would essentially separate 224 from all Kimball activities and create a direct pass through. This would allow Kimball to one of these plans really should address the awful whole foods intersection.

Spend the money and do number 3. This is the best long term solution.

Leave the roads as they are.

Use of roundabouts. Can very effectively handle large volumes of traffic. There is like room for at least one over I80 for that Making the attempts to conserve as much land as possible should be the main goal with every developmental project going forward. Please always keep this philosophy in mind to maintain this scenic area as much as possible.

HOV lanes to and from SLC to kimball that go straight into and out of the depressed bypass. After that they can turn back into To reiterate, the traffic flow from 224N to 80W must not have a stop. It must flow freely, with a dedicated flyover or tunnel - A building moratorium

How about a freeway bypass of Kimball Junction via a Pinebrook to Utah Olympic Parkway route?

These proposals only push traffic issues down the road to next intersection.

Alternative #2 is the worst

no

Build a PC only on/off ramps to I-80 one East and one West of the current ones and connect to Hwy 224 farther away from Jct. It's a simple plan instead of messing up all the other side roads or one-way frontage roads.

Alternative 2 would be the best if there was a North Bound & South Bound option

Include safe places for pedestrians and cyclists in your plan. Also set up good public transport access.

ADDITIONAL SUGGESTIONS

Light or roundabout at Bear cub drive

Make the park and ride easier to access so people are more inclined to use it. Like use the semi truck pull out as an exit.

I'm not sure why you're asking citizens these questions. Shouldn't road and traffic engineers be able to figure out how to reduce traffic congestion, increase safety etc. I could give my opinion but what do I know?

Lots of missing data to benefit our evaluation..... We know there are problems, but where is the data to explain worst problems, time of day, corners causing worst conditions etc. etc.etc.....I know the left turn to Smith's coming from Bitner and 80....is totally overwhelming that area but I don't see any of these alternatives that solves that one problem for instance..... after being here since 1984, its just like everything done here.... a day late and \$ billions spent to try to solve problems that were never planned for in the first. Shame on us!!! AND, we continue to OK developments that just keep exacerbating every problem we have....traffic, water, etc.etc.etc. There are NO good solutions when there was no or poor planning in the first place!!! When we I'm sure it's a difficult challenge. Kimball Junction has been a disaster since it was built.

Unless Utah and Summit County wants to spend a lot of money on mass transit from the Salt Lake Valley (i.e.: light rail or heavy rail dedicated to tourism and Salt Lake Valley commuting), then solid traffic solutions are needed for the next 20+ years. An

Improve on Alternative 3 with Grade-Separated Round-Abouts. Ditch every single traffic light.

I think large roundabouts at both Ute and Olympic Parkway intersections (that connect west to east side of Kimball business region along 224) would be better than traffic lights IF (and only if) Alternative #3 is approved. I think the lights create too much Ski traffic could be DRAMATICALLY improved if there was better access to Canyons parking lots. Perhaps a direct entrance behind the 7-11? Or just an extra turning lane in to Canyons on the right there.

Stop out of control growth, some type of incentive to use alternative transportation, with cooperation between city, state and Thanks for all your hard work.

Monorail

Congestion in front of Wells Fargo on Ute is a problem.

ALLOW SHOULDER RIDING NORTH BOUND 224. This pulls cars out of the lanes headed north. You can even make it 2-lanes for remove the intersection at Ute blvd (no light, no turning.)

Make a exit directly into the park and ride.

Stating the obvious, Kimball Junction and Redstone or never designed to manage as much traffic as has been created in the last 15 years. Therefore, a completely different approach as opposed to renovation is suggested. Utilizing tunnels and overpasses in the Kimball Junction area is one way. Another way is to re-create the 8224 exchange with Normal exit strategy. In other words Cloverleaf. Which would require additional land acquisition. Both suggestions are extremely expensive, yet the law of diminishing returns may be coming for Park city as a result of said traffic. I suggest Redstone and Yuta Boulevard create tunnel with offramp's on both north and southbound patterns to exit into the shopping district. Removal of traffic lights at both Please, please, please do not build the development that has been discussed for the Tech Center area.

Not doing anything with the road ways

None of the options work unless growth is moved away from the junction

Would modest modification of access through 189/248 in order to access PCMR and DV help any?

Present cost analysis to the public with each option

ADDITIONAL SUGGESTIONS

Although this is similar to Alternative 3, Keystone Parkway from 106th Street north to 146th Street in Carmel, Indiana utilizes grade-separated intersections and combines them with roundabouts. This allows high speed traffic (55 mph) on the parkway to move unimpeded beneath the ground level, and still allows for easy access to local roads for entrance/exit off the parkway.

Another good option to look at is US 31 in Carmel, Indiana that extends from 96th Street to 146th Street. In that solution, the highway is elevated and the roundabouts are below ground in some locations, and at other interchanges the highway is below the roundabouts. The traffic on US 31 can then remain at 55 mph, and the roundabouts allow for smooth entry/exit from the highway. Based on population growth, the volume of traffic is likely to be much greater by the time the project is completed. Better plan I think the main goal should be to separate local from 80 bound traffic (and traffic coming off 80) as that appears to be the primary cause of congestion in this area. Living in Pinebrook, I would like to be able to access the area without having to address Stop destroying our open lands

Consider a massive increase in parking at the Kimball Junction Transit Center. That parking lot is always full. This will encourage skiers to leave their cars there and ride the bus. After all they won't get there much faster in their car AND who knows what see above

See my comments on the alternatives page.

Put a bus stop on the northbound side of 224 and Newpark.

Require paid parking in town for resorts and hotels. Require the resorts to improve and priorities their transit centers.

Discourage parking in town , making it more appealing to ride transit. We need to limit the amount of traffic not create ways to Not sure why there is not a complete sidewalk on the east side of Olympic Pkwy/Landmark Dr. When you take the Millenium trail from Redstone toward UOP (via the tunnel beneath 224) the sidewalk ends on the east side of Landmark Drive if you'd like to walk to the transit center from that point. There is a sidewalk on the other (west) side of the street if you are walking toward WalMart, but would be nice to have a sidewalk on the east side if you need to stay on that side of Landmark to walk to the Hire engineers and experts to design this!!!

If we choose alternative 4 then we should amend it to add some of Alternative 3 to it, as in moving the i-80/PC bound traffic to No

I prefer Alternative 3, but more needs to be done to keep the east and west sides of 224 connected for walkers, bikers, skiers, Eliminating congestion starts with increasing the flow of existing traffic. Let's find a way to eliminate the lights and let traffic flow unrestricted from 224 to I-80. Elevating 224 with a noodle bowl at the intersection of the two main roads will massively Perhaps provide links to the studies upon which the alternatives are based.

A Bypass of Kimball from 224 to and from I-80 is the key method to reduce congestion at the Kimball Interchange. Clear signage of bypass versus local access roads will be a key component.

Make Ecker Park and Ride accessible. Separate I80 and Local KJ traffic. Make Center 224 lane a swing lane

Alt. 3; Attempt to make the westbound I-80 exit to 224 a direct connector - even it requires a cut-and-cover tunnel. This is the location of the worst freeway back-ups. Your traffic demand studies will show that movement degrading over time.

Having an unimpeded way to I-80 from 224 (no traffic lights) would help ease traffic congestion.

What you're missing is a viable option for people not to drive. None of these options is going to make any difference to people's willingness to use buses, and none of them offers a different alternative.

An underground expressway would make the area quieter and less inhibited by all the traffic and would create a safer way for express drivers in and out of PC to travel without the hazards of the weather.

Buy out the Mormon camp driveway somehow and use it. Join their driveway entrance to Bear Cub or vice-versa and turn their YES, Go back to where you came from, ruin someone else's community. You are devaluating our property and community so you can develop our open space so you can make more money for yourselves. Go spread your propaganda somewhere else.

ADDITIONAL SUGGESTIONS

I don't see tourists or utahns getting rid of their cars so focus more on getting them to and from the ski resorts or downtown. Any option selected should include direct access to the EH park&ride to/fr I-80 to reduce the number of cars overall.

We need to consider alternatives that do not impact residences or bike trails.

While these are all very nice and sorely needed ideas....something also needs to be done with the rest of 224. While traffic will flow more efficiently, backups will still continue to happen on 224, especially around the Canyons/PCMR stoplight areas. Perhaps also considering a community-incentive program or reward system, for using carpooling, and public transportation, might be worth a look. Maybe also providing more frequent and direct route buses from the resorts, or using shuttles, that don't stop as frequently along 224 bus stops. Increasing the speed limit back to 55mph or even 60mph, would also be worth a look, to get cars widen 224, especially from Bear Cub Dr to Ute Blvd

Keep looking for alternations for pedestrians and cyclists. This is so important to our community.

Protect the land and don't impact the suburb areas.

Please keep additional traffic out of Bear Hollow

Alt 3, with some of Alt 4, there are several thing in Alt 4 that would help, the new road into Bear Hallow, the under ground tunnels or bridges for pedestrians attached to the trail...

Yes, please consider consulting other opinions. Seems like there just has to be some better ideas out there.

Keep the extension of Olympic Pkwy to Bear Cub Dr on the table for all of the alternatives, even where it is not currently included. I think the impact of this for relief may be underestimated.


Doing nothing should be considered. None of the alternatives. I drive this route every day and have lived all over the USA. The No

Use bus lanes for all traffic during rush times

you have a lot of good options in these plans (other than #2!) not sure I have any more ideas

What assessments have been made regarding impact to the overall traffic flow for each alternative? Was there any consideration to providing mass transit vehicles from SLC to lessen the amount of vehicular traffic into Park City?

Give residents some preferential access. Make a large public parking garage that services three destinations directly - Deer Valley, Main Street and Canyons Resort. Anyone not having a resident / guest / employee pass, parks in the garage. Make the 1) Dedicated bus lanes on 224 from the Junction to the Canyons (at least ...) with remote park and ride capacity at both ends. 2) Alternating one-directional additional lane based on time of day (commute sensitive lane). Additional entry and exit ramps to I-80 created east of the junction to provide more direct accessing of Redstone's east side entrances, to help disperse Kimball's Create better transportation hub at Richardson Flats to get more cars to park there and eliminate the need to drive into Park City. That would require frequent buses to the transit center, PCMR & Deer Valley. And the buses would have to continue to run late enough that people could go out for dinner, a show or shop and still be able to depend on getting a bus back to their

Any alternative must be safe for pedestrians and 

Visitors get very confused (like with the new roundabouts). Keep it simple, avoid lane changing and merging which lead to another west bound ramp in I-80 via a bridge near the Ecker park and ride lot

Restrict vehicles on busy days (as is done in the Cottonwood Canyons) either using a fee / pass system, or simply only allowing local traffic and requiring all other traffic to use Park & Ride.

Stop the growth!!

All of thee alternatives simply exacerbate the existing problems. There are already 7 (seven!) full lanes of pavement from Kimball Junction into Park City (probably more than 7 in a few spots). Do we really need more lanes and more pavement? I guess it will make everyone moving here from LA feel at home. Why don't we not do any more paving and take two of the existing lanes and make them bus lanes, and have more busses (it is ironic that while we are talking about all these incredibly expensive alternatives, we have cut the frequency of bus service)? That would not cost a fortune, which I realize is a significant

ADDITIONAL SUGGESTIONS

We should still build parking garages on the north side of I-80 and East side of 40 so people can exit there, suit up and take more frequent buses and even high speed gondolas to Olympic Village, CV, PCMR resorts and old town. Eliminate cars inside the perimeter except residents. Residents would be able to enter inside the perimeter just after passing Olympic parkway and by PC hospital entrance on Kearns with a theistically appealing gate entering into the CV, PCMR areas much like entering Yellowstone Multi level roads with kimball jct bypass is by far the best long term solution to clean up traffic in kimball

You need to consider the trail crossing of UT 224 north of Olympic if proposal 3 is up. We would lose it, so there needs to be an alternative that gets the trail across the frontage roads and the depressed Hwy 224; I don't see that anywhere.

Build a monorail from somewhere around Richardson Flats into Park City at the proposed Arts District. Use the Rail Trail. Then use gondolas to move people from the Arts District to the Transit Hub at Main Street and to PCMR. Gondola from Main Street to Snow Park at Deer Valley. Mammoth did this in California and it works great. Richardson Flats has all the parking in the world.

Tunnel instead of open air on #3, to create more open space

I believe Alternative 2 has a lot of promise, but must be studied closely with the future BRT plan to insure a seamless and Confusing & where are the cost margins, timeline fore construction for each?

Dont build behind powderwood and crestview. Will ruin local area.

tunnel under 224 at Ute and Olympic Junctions

nope

What if we built a park/ride w/ ample parking in an area that actually makes sense and is easy for residents to access? What if we utilize existing HOV only lanes instead of having busses sit in traffic?

Implement Alternative 3 with the additional exit/overpass down at the outlet stores.

Better bus route and more express bus. I would use buses more if the routes where more direct.

no

less vehicles. More encouragement to start the switch to public transit.

Limit development growth in the area.

Using the traffic "x" and green check mark to provide lane use on inbound traffic and outbound traffic to correlate with peak traffic times on 224. Some sort of "Express Lane" to get straight thru to I-80 W. Open up 3 lanes of traffic with no "turn only"

Please put a shopping district/grocery store near I-80 and 40. This will relieve traffic at Kimball Junction and traffic on 224 and #1 one seems to be the only reasonable plan.

Need to consider impacts down the road. Improvements to 224 will just speed up traffic until it congests at the Canyons entry.

Where is the cost benefit study for these plans?

Do nothing

Trams or gondolas too expensive?

Don't add lanes or widen 224 except for exclusive HOV/transit use.

Do not pursue the development

An auto tunnel under SR 224 at Olympic Pkwy and Ute Blvd with right turns eliminating left turns and traffic lights going to I 80

Improving the traffic flow out 248 would help dissipate the pressure on 224

an exit off I-80 directly into the park and ride at Ecker - only transit could exit from the park and ride onto I-80, perhaps expediting riders into Park City

During large events, change traffic lights and have police direct traffic through Kimball Junction??

Better signage. A large % of our traffic are tourists. They need to better understand the options. Example: both lanes off of I-80 can turn right. They don't even understand the blinking yellow left hand turn. The left hand light at Ute Blvd needs to last longer. Currently, 4-5 cars make it though when we need 10-15 cars so they are not backed up into the middle lane where

ADDITIONAL SUGGESTIONS

If we used the middle lane as a "green/red" with the flow of traffic in rush hour like an NYC/Chicago, it would alleviate a huge amount of pressure. Tax work vehicles to reduce number of work trucks and push multi-rider. All way less money than these crazy concepts. Someone should sit and watch this for a few days. The HOV solution makes no sense as this is all car/truck traffic, we must look at all the lights...all the way into park city. if we only focus on the junction area the next jam will be at the next Very clear signage. Reduce visual distractions so that the signage will be better observed.

As noted above....limit tourist cars into areas where the roads are already narrow. This is done in other ski towns.....

Like all other major cities I have travelled in the US and world, make AM lanes from 80 to Park City which changew over to PM lanes from Park City to 80. Do the same on 248 to/from 40. It work everywhere else for a lot less money.

The primary focus of any changes should be improving the flow of HOV and transit buses. Make riding the bus a viable alternative to getting in a car. In addition, make riding a bike a viable alternative to getting in a car. The popularity and prevalence of e-bikes makes running errands without a car much more feasible especially if bikers can be protected from cars BRT will be a part of the solution. Need to have move parking at KJTC.

Separated bike lanes, not just striping PLEASE.

Long term redesign of 80-224 should be done.

consider all measures to prevent vehicle/wildlife collisions

Charge for parking at the ski areas and use that money to defray transportation costs. Build parking structures and beef up buses or light rail/trolley to ski areas from parking garage. Buy out some of the less than thriving commercial areas west of 224 for this use. There's wasted parking near Walmart and a car wash and McDonalds with dedicated access right on 224 is also a

Lodging tax

increase cost of Vail/ALTERRA business license

Improve Redstone walk and bike-ability. It is not pedestrian friendly.

Get traffic in and out of Redstone by route other than 224 (a new access to I80).

Simply adding more turn lanes and lights does not solve the problem that you have a fairly major intersection off an interstate, with 3 stoplights within a few hundred yards. The only hope for pedestrians and cars is to add some significant elevation changes to separate the through traffic (80 to PC) from the Kimball local traffic. Expensive for sure but everything else is going Implementation of Alternative 1 would seem to provide the most immediate benefit and does not preclude future incorporation of some small elements of Alternative 4, for example the N and S lane widenings on SR224 which would reduce congestion within the shopping centers and the pedestrian tunnel at Ute Blvd which would feel much safer than the current surface I've driven in Switzerland where they have miles and miles of underground tunneled highways. Seems like in addition to lowering the road grades we could do more tunnels in areas that need to flow. Probably expensive but I would think feasible. A Access to Richins Bldg from Ute Blvd should be closed with parking lot expansion and access provided from the land between the Visitors Center and Richins to the south with access from the road to the west.

No matter what plan is chosen, a traffic signal at Bear Cub Dr. is needed. It is getting dangerous making a left to go northbound Consider the well being of the people who actually live here and not just commuters and tourists.

To create more transit ridership, changes need to be done in concert with HUGE park & ride lot opportunities (particularly on the eastern side of the Salt Lake valley), and also at Kimball & Quinn's junctions along with express/direct bus routes to the most The key is getting the local and through traffic separated. Then there is a shot at making Kimball more pedestrian and bike

ADDITIONAL SUGGESTIONS

Slowing growth with an eye on limiting population based upon available land and water in Park City and greater Park City needs to be part of any plan. There is only so much space for humans in the basin that is greater Park City. Water is the second significant limiting factor. If exceptional drought continues and/or recurs more frequently in the years ahead, the problem of too many people may be solved. Those of us who ventured to the mountains from Michigan many years back may repopulate those areas that have plentiful fresh water. Utah may return to a vacant land with only the hardy few who do not drink that much.....water. As for opportunities to move to and live in Park City, many still vibrant seniors who have lived and are growing old in Park City will soon be moving on, to the other side so to speak. This will soon begin to open up housing for younger. Without focusing on creating better access to park city (224 needs to be twice as wide all the way into park city) ,no plan will address the congestion and building more where there's already limited capacity is going to make a bad situation worse. I would hope that your team is considering more expansions of the walking trails that connect Park City, rather than focusing on more ways to drive. People are trying to be healthier, and making bike lanes, walking paths, etc. would be much more beneficial. you could implement majority of both alternative 2 and 4

No

Ensure biking and walkability is improve and safer for whichever plan is chosen.

Additional high traffic time lane or lanes. Easy solution

The bus system in Summit County is one of the best in the country, and yet underutilized. More emphasis on promoting,

Enforcing a short HOV lane will be ineffective and cause headaches - I would expect that after a few years of controversy - it

Connecting the outlets to the road by Whole Foods/ Wal Mart

I think the people living in Silver Creek don't have a choice... they have to get on the freeway and get off at Kimball. Same on the return trip. Is there a way to help them? Also it seems like if you could make a number of exits that splinter off the freeway in Stay away from Millenium trail!!!!

Any one of the plans except #2

Exercise eminent domain to open the Deer Crest road to connect Deer Valley to Hwy 40 without congestion downtown.

Thousands of workers, tourists, locals and vendors would use this option everyday. This would reduce overall congestion throughout Summit County. People that live in SLC and work or recreate at DV would use this option, which would DIRECTLY

Too much jargon. What's a Texas U Turn?

Improve crosswalk signage and visibility in the Junction area if/where the underground tunnels aren't an option. Including at You should consider straitened the road in front of Pinebrook. That rod was reconstructed but from straight road now it's curvy and less people wanted to use that road because it is em peering the traffic. Also look at the deploying more cops who will enforce all traffic laws no matter how small it is. Cops are designated but I have seen them just sitting there and not enforcing Work with the Ski Resorts to encourage more staggered exits off the resorts.

PLEASE DON'T HAVE THE CONSTRUCTION TAKE THREE YEARS LIKE "THE NIGHTMARE ON KEARNS BLVD."

Kimball junction is ugly. Please consider the landscape and reparations that need to happen after all of this work is completed. Most of the sides of the road are filled with invasive weeds and errant debris, lets make these changes more attractive so the entrance to the community reflects the rest of the town. The county will need to commit to doing more work to keep things Disincentivising individual car use: such as charge for parking in KJ. (one time charge, good anywhere- so a ticket on a windshield shows time paid, and car can go to any commercial establishment within that time frame)

This survey is very very confusing. Technical Terms aren't defined. The visuals are 2-d so you can't see what they would actually look like in real life. I know I don't want temporary solutions (alternative 4) but I have a hard time understanding what is being See above. Work on adding local access away from 224.

Know your clientele. The West (particularly the affluent) are locked into their automobiles.

I feel I represent the majority of Summit Counties citizens when I tell you I have no desire to use public transportation.

ADDITIONAL SUGGESTIONS

Keep some of Redstone traffic off 224 by providing additional access to I80 East and West out the backside (east) of Redstone.

Discourage Tech Center development that will place additional traffic burden on the area.

a public meeting to hear what the expert in planning roadways think

More bike infrastructure and less focus on cars

Leave Hi Ute alone

Please consider adding a noise barrier for silver springs neighborhood and improve safety for 224 trail and turn in's to neighborhoods. It is very dangerous and difficult to turn in to the Silver Springs neighborhood. The noise off 224 is deafening and Option 3 - would like to still be able to turn left onto Rasmussen from 224.

If alternative 3 is chosen, the overpass bridges on 224 could be made to be very attractive. This area needs an attractive Rasmussen road noise walls along route 80 like in Jeromy Ranch would really help

These is no way this survey would take ten minutes unless one already understood all the alternatives. That is why I put off

Look at a possible combination of proposal alternatives 1 & 3.

Add signs to promote traffic to use SR-80 to SR-48 to the 248 to access Deer Valley & Park City Base resorts.

I would like to see the graded separate intersections from 3 integrated with option 1.

Improve access to Ecken hill park and ride from rt 80

Stop building in PC!!!!

If the area cannot sustain growth, limit growth!

The current traffic flow could be improved by lengthening the left-turn lane from NB SR 224 to WB Olympic Pkwy by at least 1/4 mi. and adjusting traffic signal timing to get more vehicles through on a green arrow (not flashing yellow) cycle.

Keep the traffic to the already busy areas by widening already existing roadways and do not build new roads to intrude on but Incentivizing mass transit options from the salt lake valley directly to PCMR / main street.

install a monorail loop over existing rights of way (shoulders/left turn lanes/dividers). Start at Pinebrook (with enough free parking for SLC visitors). Run (unattended) small pods of 40 or less every 10 minutes or less. I wrote about this in the in the Park Record last year. In China modern monorails cost less than light rail, are faster to install and move faster with no impact on road traffic, can go uphill on grades that light rail trains cannot handle (see LA Sepulveda Pass monorail proposal). PC is a winter

Keep traffic simple. Our entitled tourists and second homeowners don't feel they have to abide by traffic rules, and they refuse to learn how to drive a roundabout, they stop in intersections in order to read signs, they cross several lanes to make a right turn instead of proceeding farther and making a safe U-turn when they miss their turn, people make illegal left turns all the time. Pedestrians need to have safe access around Kimball, going from stores to transit center, drivers don't understand the blinking yellow left turn signal and that they can make a left turn when the yellow light is blinking.

QUIT BUILDING IN PARK CITY HOW ABOUT THAT

Modify Alternative 3 to make 224 as it passes through Kimball Junction a true tunnel.

More considerations for bicycles and pedestrians

Please make every effort to:

a) conserve natural spaces

b) avoid adding traffic lights, please find alternatives to remove traffic lights as much as possible, by keeping a constant vehicle

In Alternate 3, if not already included, add HOV lanes to the express bypass lanes.

Why is traffic such an issue? None of these address the actual issue, which is the stop lights at the Canyons Entry. You need to look at the real cause. It is not the exit ramps, but the lights on 224.

Whatever you do put a freeway noise wall up on the north side of i-80 1/2 mile east and west beginning at top of the ramps.

ADDITIONAL SUGGESTIONS

I see no public transit alternatives being addressed or considered.

I think the key to making this interchange work is to completely separate the I-80 traffic from the local KJ traffic as in Alternative AS I SUGGESTED UNDER ALTERNATIVE 2 WHICH IS THE WORST AND SHOULD NOT EVEN BE CONSIDERED. THE TRAFFIC FLOWING FROM THE I-80 SPLIT 50-50 BETWEEN KIMBALL JUNCTION AND PARK CITY AND SKI RESORTS SHOULD BE ACCOMMODATED

Leave open spaces alone!

Just stop

Make roads from Hwy 40

Anything but bypass road along conservation easement.

I am not a planner or road expert. But please consider ANY construction is disruptive and may not produce the desired outcome based on traffic modeling and simulations. At the end of the day it's PEOPLE moving in and out of the area, not a software model. Businesses and residences are sure to be added over time.

I ask that you do not consider imposition on any residential area. It is just not safe and destroys the character of the community. Property values will be reduced and the livability will be destroyed.

Keep the construction and traffic where it currently exists - in the commercial areas.

Emphasis on trail system connectivity cannot be overstated. Roads bisect our community. Safe non-motorized connections need

Traffic congestion is the best incentive to using more environmentally friendly ways to get around and encourage less auto

Getting the deal with the Interstate people, so the Ecker Hill park and ride can be accessed directly from the Interstate on the See above. Discourage any more development in the Kimball area particularly on the Tech Center area except the permitted uses. Stop promoting that more development of the area is necessary to create better traffic options. That truly seems a look for ways to create more mass transit

The current park and ride location across from Ecker Hill is difficult to access. We really need a park and ride closer to the Kimball Junction exit of I-80. I know that real estate is at a premium, but cutting up the landscape to make the Ecker Hill P&R is not a Fire all Planner and Elected Officials who believe that building roads through paid for open space is a viable alternative.

You should all be saying NO to the Dakota/

Pacific proposal of more housesof trying to find ways to offset these future impacts.

Add a wildlife bridge. I know they are expensive, but there are non profit organizations available to help defray costs. Insurance companies might also be willing to help as it reduces collisions, and thus, claims.

Please preserve as much nature as possible .

While there is increasing intra-junction travel in the Kimball area, a large preponderance of peak traffic is to and from the direction of SLC. This will ultimately dictate the need for a non-signalized interchange that does not include crossing traffic.

Fly overs for direct travel. (or tunnels).

Overpass to/from I-80 to Sr 224 down at least to Bear Cub Dr. for traffic going to Park City

State above—closing up the Ute intersection. Do it on a trial basis to start with if you want. Close it up. Put in sidewalks along Begin phasing out lanes for cars. Begin phasing in pedestrian and bicycle-only lanes. People will not give up their cars and rejoin the social and cultural community if you keep adding more lanes!

Increase parking away from Kimball Junction and provide more alternatives for mass/public transportation.

Re-imagine option 1 so it doesn't look like the nightmare that is mountain view corridor on the west side of salt lake. It's a good theory, but the traffic mechanics will leave the Blackhawk area completely isolated and turn it into a ghetto. (By park city This construction will impact the town immensely. Perhaps planning accordingly for the increased traffic during this phase, and controlling for higher amounts of traffic off of the Jeremy and I-40 exits.

ADDITIONAL SUGGESTIONS

Stop residential building at kimball and no changes are needed. We live in a mountain town and we expect that we will have to deal with traffic during the ski season. Particularly coming from the valley. We do not need the additional traffic from more residents. Plus, residents will not use transit because consistent demand isn't there. The use, or lack thereof, of the Ecker hill You can do better with transit. This is not enough.

n/a

No road widening on 224

Alternative 2 would take away the best portion of the millennium trail and would possible involve lawsuits from the current holder of the conservation easement. It would also set a bad precedent and cause others who might consider putting their land Until there are negative consequences (fees/tolls) for driving and parking, behavior is not going to change and we're going to Parking for any of these alternatives needs to be considered to decrease the traffic in to and out of PC. Current parking at the Kimball transit center is already overflowing on some days or during some events.

Eliminate all Left turn lanes on secondary roads that have roundabouts. Thats why they are there so people can circle around and then make a right rather than blocking traffic and waiting to go left.

Dive the depressed lanes all the way below i80 and bring them back up as center freeway on/off ramps. Through traffic skips Regardless of what alternative is selected, there should be a new exit directly to the Ecker Hill Park and Ride.

I think that with any of these solutions a new interchange at Eccer Hill Park and Ride needs to be implemented to encourage use of transit and provide easy access to the school. I am aware that it is a separate project, but ensuring you work closely with the BRT team to ensure dedicated separated lanes can be maintained all the way to the transit center will be vital for this project.

Buy the land next to the existing transit center. Make a huge parking structure. Improve and prioritize walkability of the entire KJ Build someplace else

Alt 3 - Rt 224 north needs to connect directly to I-80 West via fly over

ADDITIONAL INFORMATION

Thank you for your thoughtful attempts to solve the traffic problem in Kimball Junction. If the goal is to truly alleviate the congestion and benefit the entire community of KJ for the long term, then Option 3 seems like it is clearly the best. It will be a temporary headache for a Obviously, I'm not a traffic engineer, but I would think the experts would be able to create scenarios to show traffic flow depending on numbers of cars. Alternative 1 seems very confusing, adds extra roads along side existing roads, and increases drive distance. Being able to exit I80 and proceed in to Park City with out backing up at any lights seems like the best alternative.

Your survey is too technical and too long.

I don't like any of the options. I really dislike Alternative 2. Alternative 4 is the "best" of the horrible options, but as noted it is short term. Alternative 3 is workable for traffic movement, but it will take years to construct with a limited seasonal window. Alternative 3 reminds me Reduce, do not add to, the intrusion of through traffic into the local residential areas. Keep the peace and quiet of the people who live in these areas. Roads in these areas should serve the local residents and businesses, not the people traveling to and from Park City. Focus on SR-224 and I-80 in solving the conflict with the Kimball Junction residential and business areas.

How about representing the people that already live in Summit County and are already here paying taxes versus representing the interests of developers/future residents? The county is allowing more and more development, much of it high density, in the area around Canyons, Home Depot, and Kimball Junction which is creating all this traffic in the first place. In the four years I have lived here (renting then buying existing housing, not new development) the amount of new housing has probably grown by 20% or more. In a town this size, with this little Please consider the residents of the area, there is already a huge traffic presence at Kimball Junction.

Stop allowing ANY multiple housing developments. It is destroying the ambience of this town and bringing all of the negatives that most of More need for community/govt organizations to pull together for better zoning, planning - take into account resources (including water) and community values. Also, we have one of the best bus systems in the country and it is underutilized.

Tracking the following:

1. Canyons development (Vail is a partner construction/realty company masquerading as a ski resort, what we see is only 30-40% of what they are ultimately planning to build)
2. New hotel that they built halfway up the mountain to Olympic Park, disrupts the landscape
3. New Park - sold out green space for more condo buildings in two places. Every inch that can be developed seems to be compromised.
4. Coalville development
5. Hideout annexation
6. Tech Center Drive. Hideout and Tech Center developers keep going to court to override zoning restrictions. Money over quality of life decisions are rampant.
7. The planned ski resort for military/veterans by Jordanelle is false advertising -- it is a huge resort for general public, of which they will set aside some rooms/services for military discount. Totally FALSE advertising.

Less congestion at Ute would reduce traffic passing through Newpark traveling from the Southern frontage road along Swaner to SR-224 Southbound, making Newpark more pedestrian-friendly.

As you enter the Park City area, increased traffic flow from your proposals will be like trying to force more water into a funnel. There is no The objective is to discourage automobile traffic from Salt Lake City coming into Park City. The alternatives you propose do not achieve the objective. Your alternatives ENCOURAGES MORE cars, rather than discourages them. We need it to be MORE PAINFUL for automobiles coming up from Salt Lake City. You should funnel ALL cars into a parking facility and then bus the humans in to town. You should turn 224 into a toll road. You should define high occupancy as a minimum of 4 people. You should ban all internal combustion engines from 224. These are far to hard to decipher to give you a clear opinion. Instead of using terms that are not known to the general public please find a way to update this with clear and concise phrasing!

I also feel that we need to change how McDonald's entrance works, the exit for Chevron, and remove the ability to take a u-turn/left turn (I know it's illegal) at the Del Taco. people are dumb...

thank you for seeking feedback! really, these are all stopgap solutions until we have an elevated train or aerial tram or similar that can run people from I-80 to canyons, pcmr base, main street, deer valley, and US40 in a single frequent high-speed loop that's more convenient than driving. fixes problems throughout the entire basin in one expensive shot. every other solution for 224, Kearns, and everything Park City is now a "City", visit and city and see sunken roads. Boston is a good example of how this works on Commonwealth ave. Tunneling down and allowing overpass cuts down on traffic congestion and pollution. Spend the money and do it correctly.

Keep Park City beautiful. Underpass is the way.

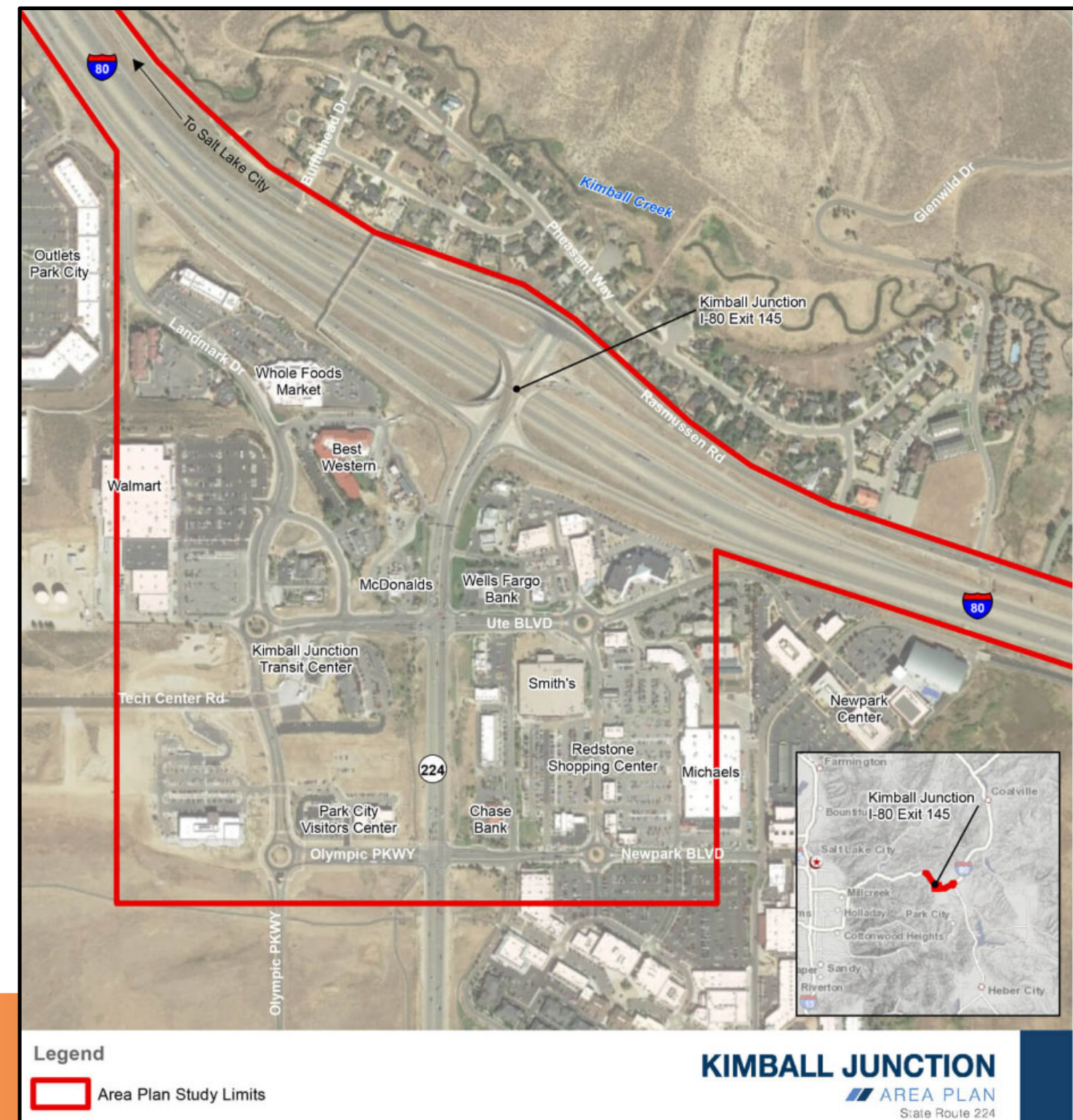
Additional Information

1

What happens after kimball at bear hollow till canyons village? Powder days and weekend mornings fill this up too no matter how long it takes you to get through kimball. Are you widening 224 south too? We should, plus dedicated bus lanes

Kimball Junction & SR-224 Area Plan Study

1. Develop multimodal & capacity transportation solutions for the Kimball Junction area
2. Funded by Summit Co & UDOT
 - Amount: \$350,000
 - UDOT - \$250,000
 - Summit County - \$100,000
 - Schedule: Nov '19 to Feb '21
 - Current step: Public Survey & Level 2 Screening
3. Stakeholders include Summit County, Park City, Public, and Mountainland Association of Governments



Kimball Junction & SR-224 Area Plan Study Process

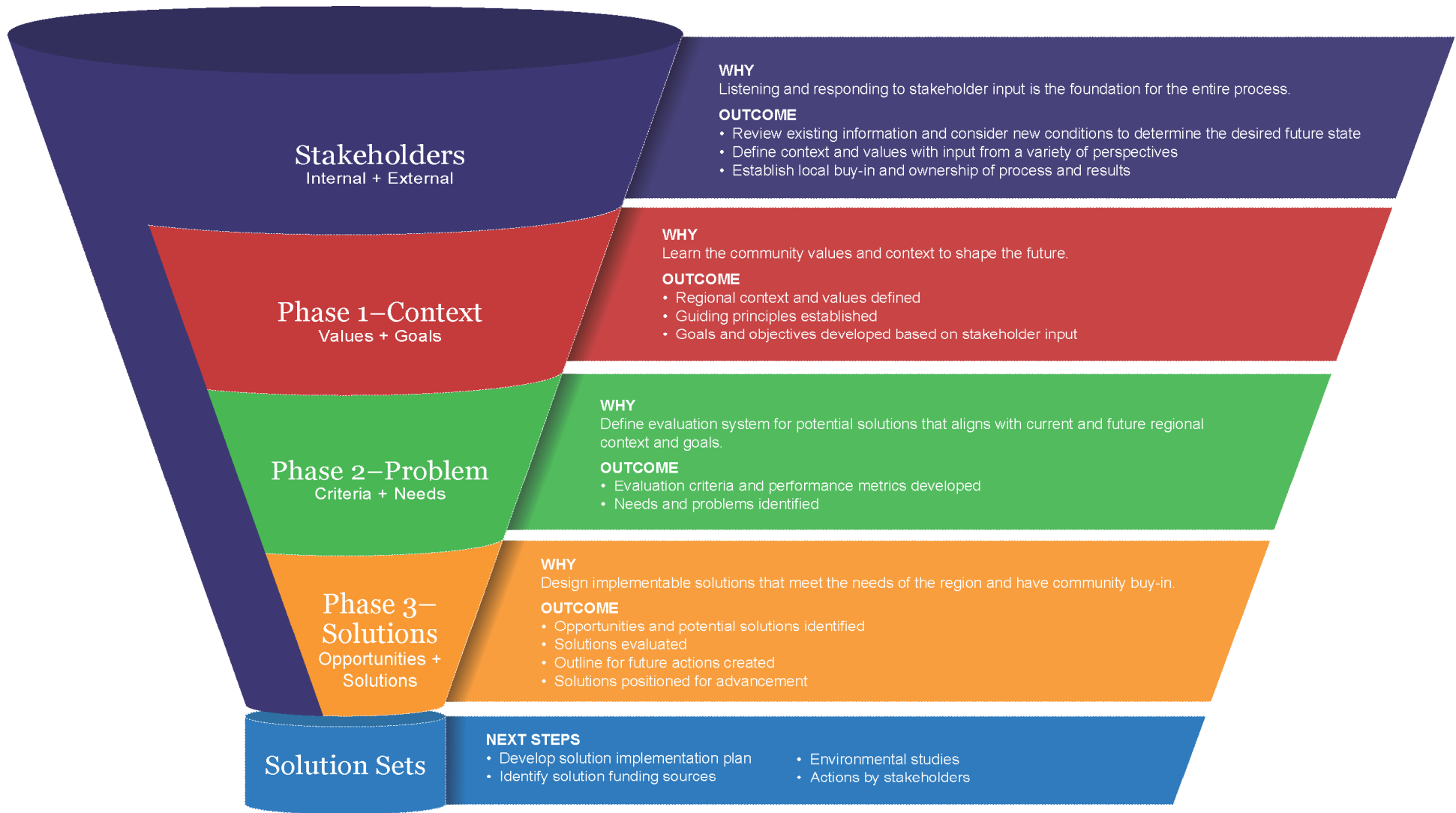
**UTAH'S
TRANSPORTATION
VISION** *Pathway to Quality of Life*

SOLUTIONS DEVELOPMENT

As part of UDOT's mission to enhance quality of life, Solutions Development is a planning process that aims to clearly understand the unique context of a focused area and develop tailored solutions that align with the community's vision and needs.

The process includes:

- Learning with a variety of stakeholders to understand goals and objectives
- Defining problems, opportunities and performance measures to inform potential strategies and solutions
- Designing custom solution sets and moving them forward toward implementation



Kimball Junction & SR-224 Area Plan Study

1. Traveler Experience

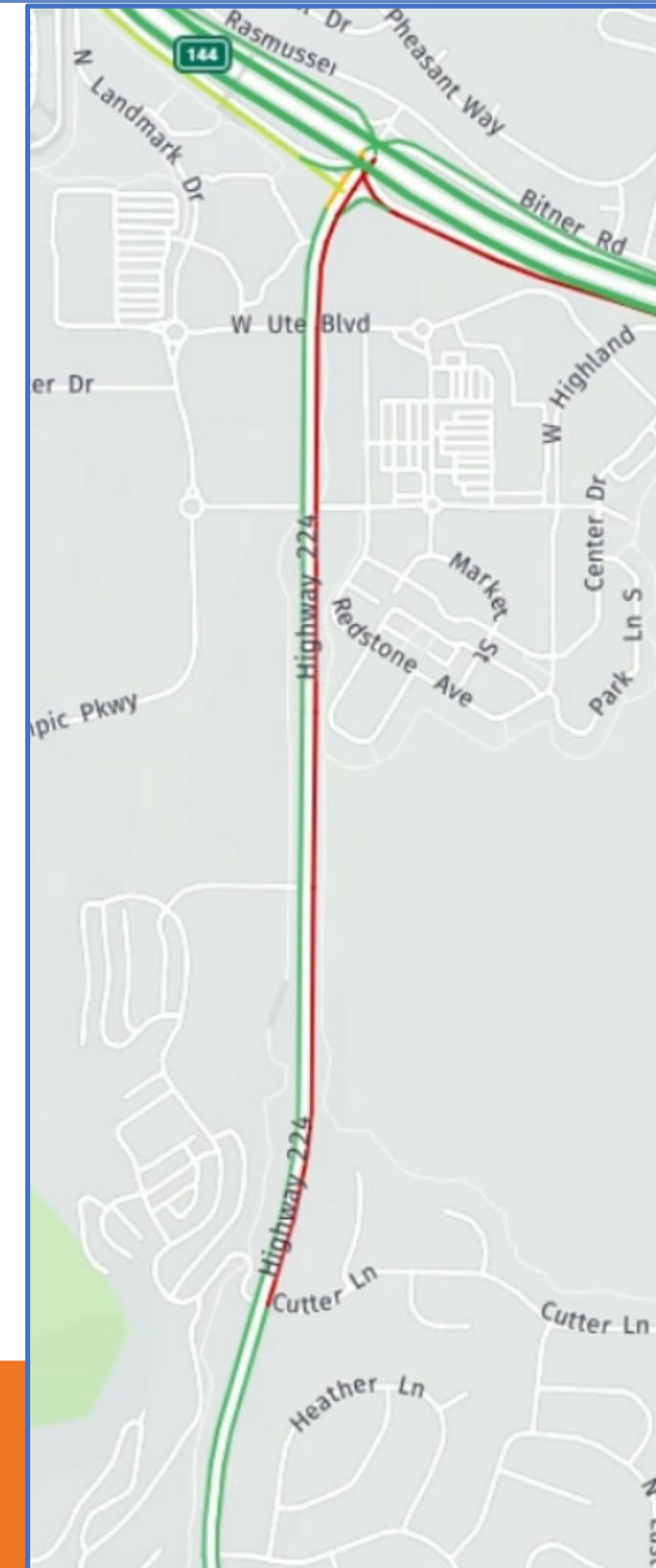
- 5 minute delay in winter PM peak
- 1 mile queue

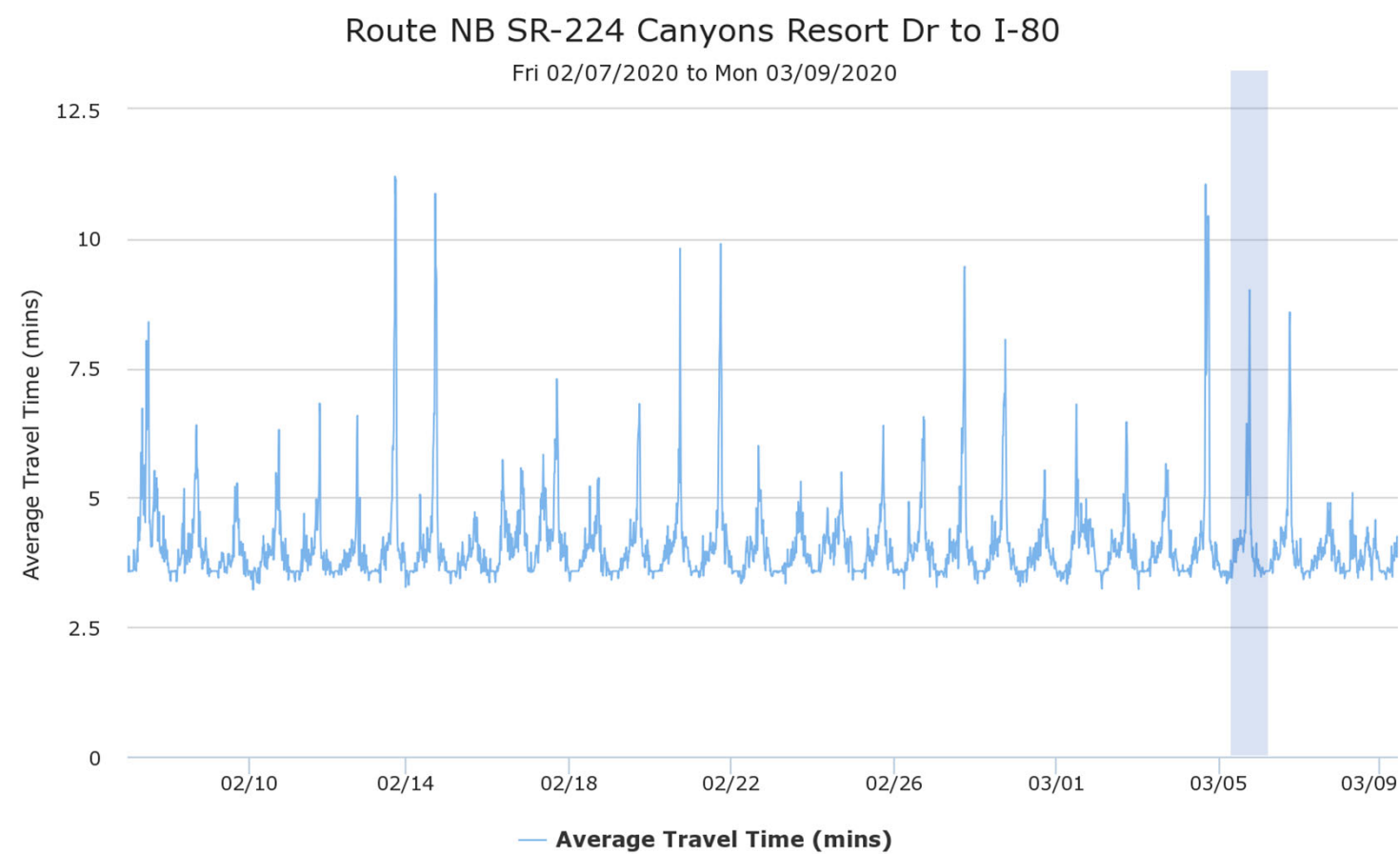
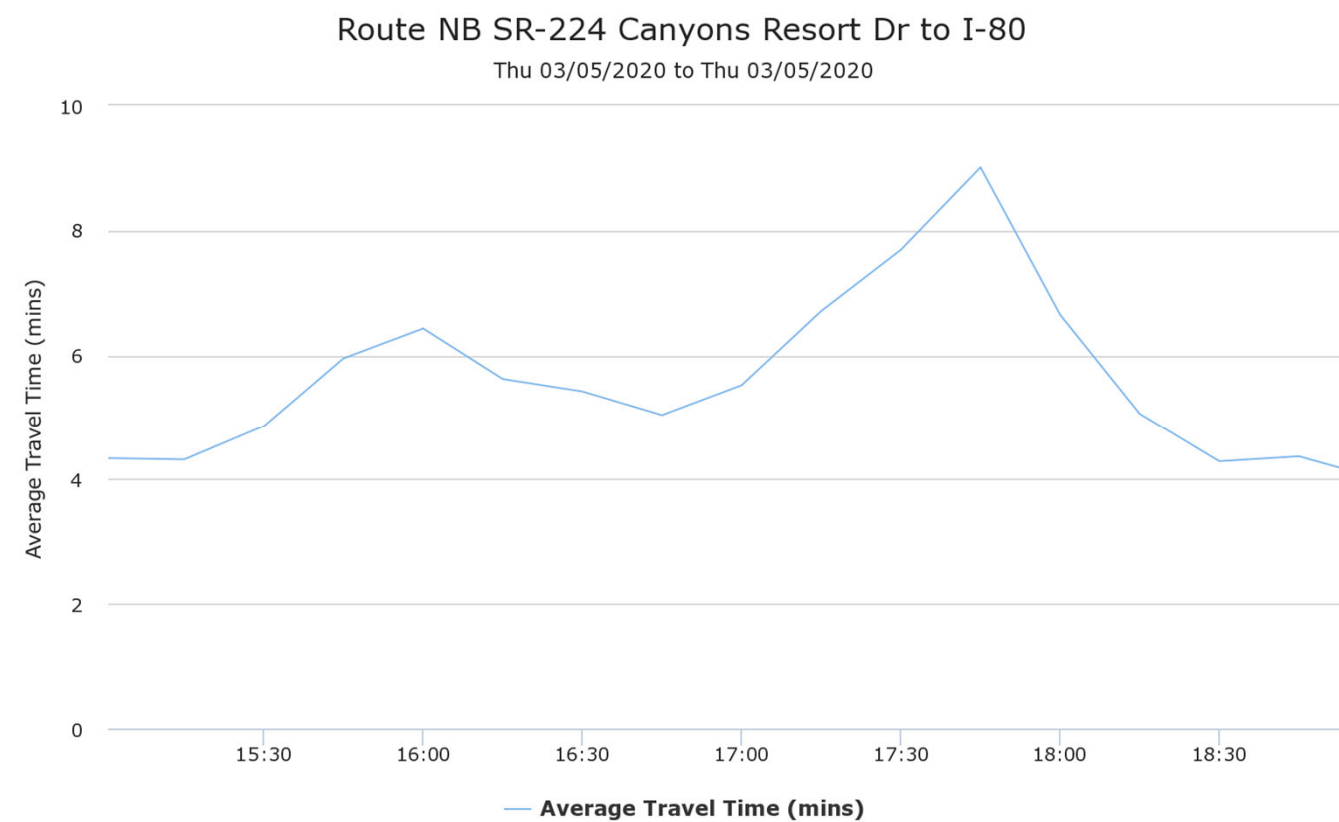
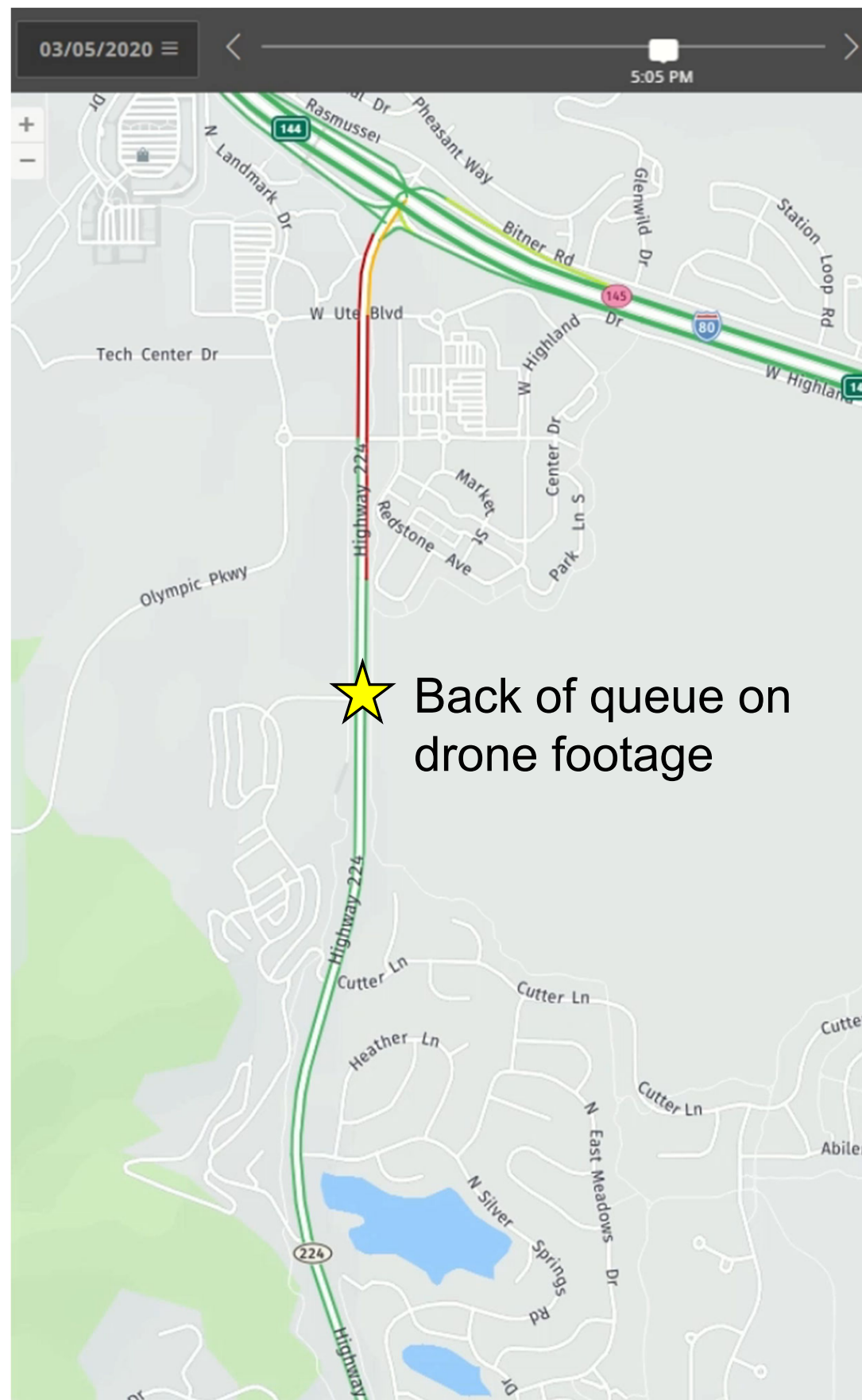
2. Traveler Behaviors

- Winter weekdays have less mobility than weekends

3. Development Considerations

- Sensitivity to proposed development plans





Drone Footage

NB Queue

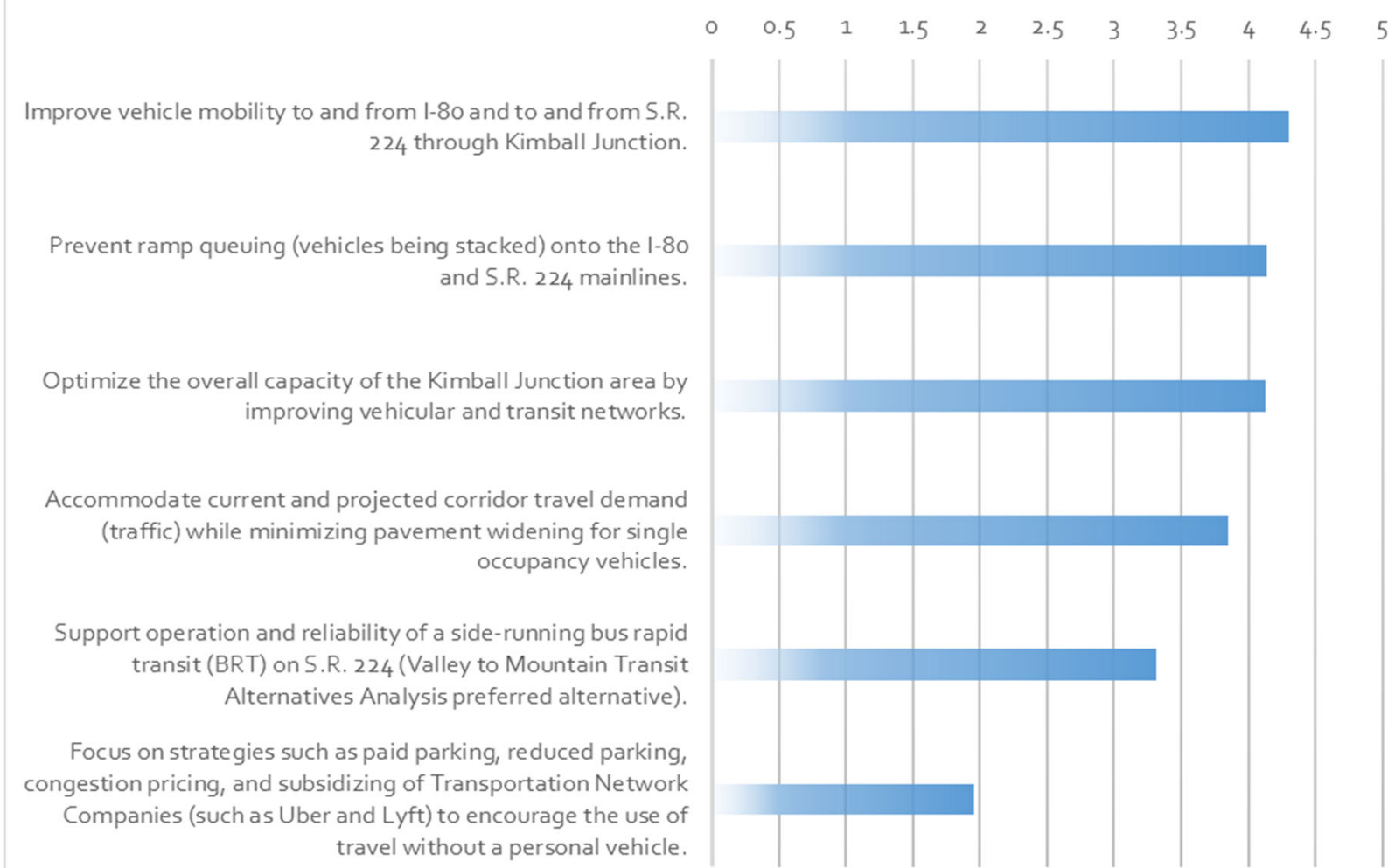
<https://drive.google.com/file/d/1QqkluYgjtM-s8ZnmVkPu1yPpBqWC8lpj/view?ts=5e666230>

Cross Streets & I-80 Queue

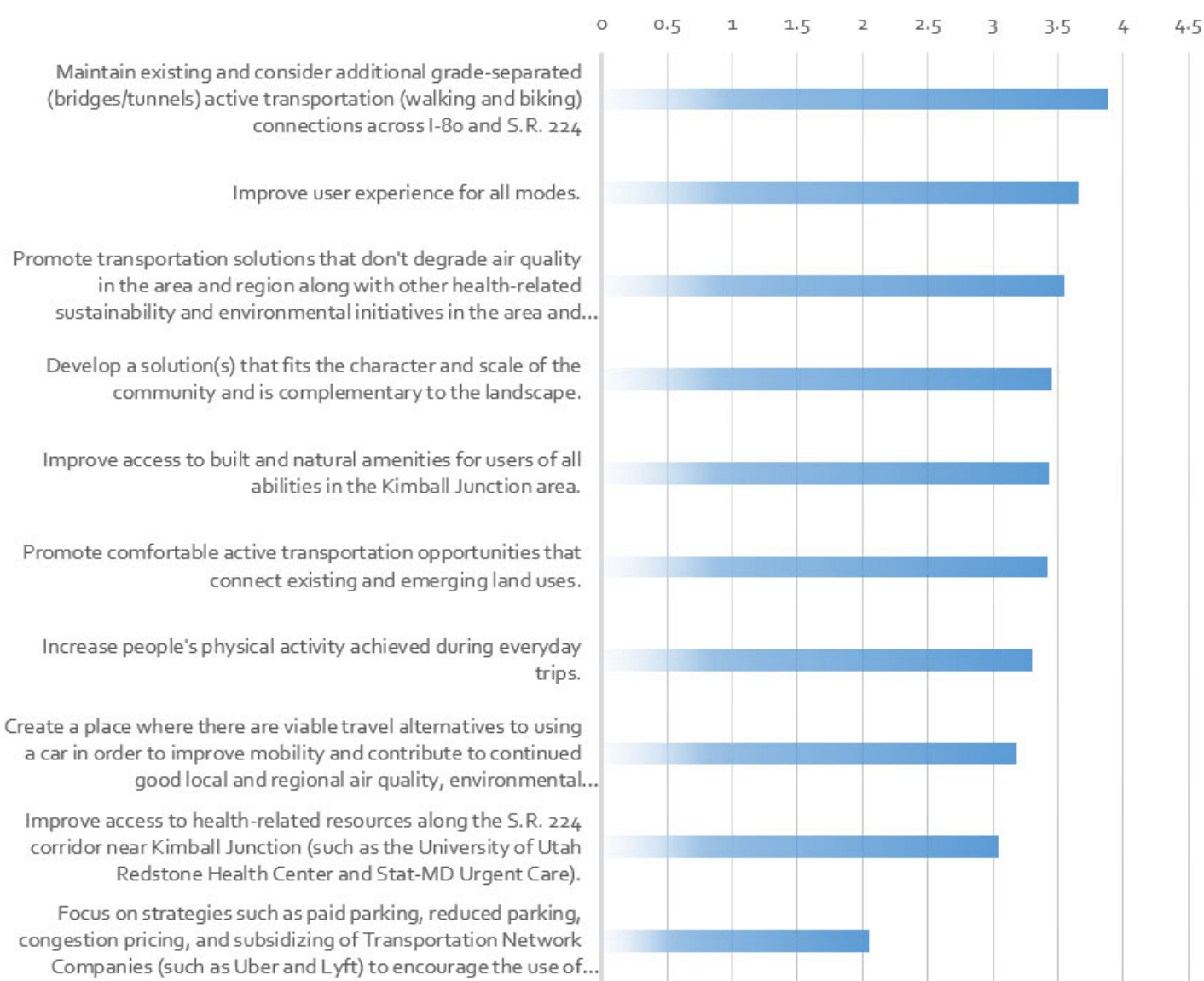
<https://drive.google.com/file/d/1phvR4oXwdrzmuQDNtrU3M8pRCMvCRLCL/view?ts=5e666230>

1st Public Survey Results

THEME 2: MOBILITY TO AND FROM I-80 AND S.R. 224 IN THE KIMBALL JUNCTION AREA

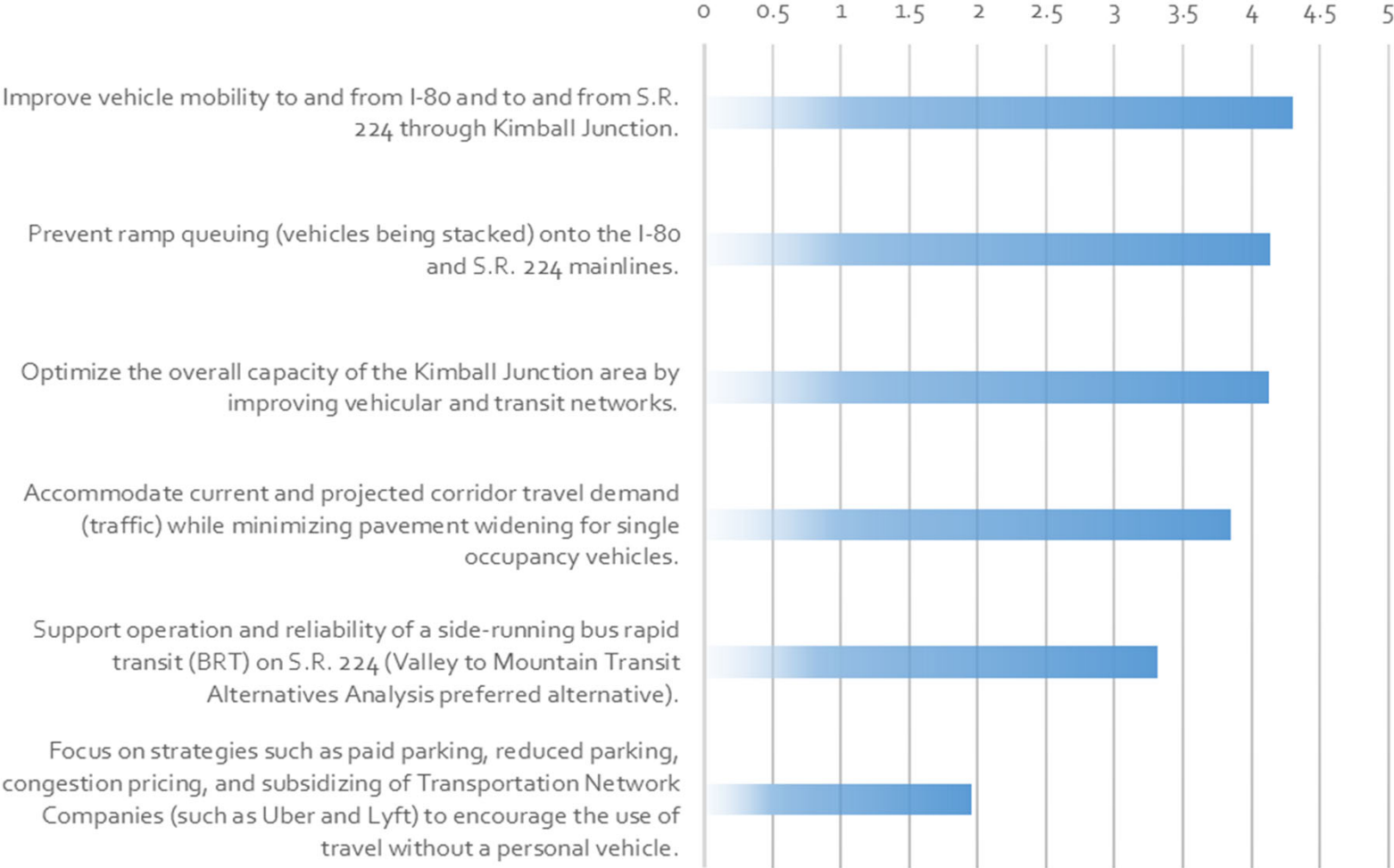


THEME 3: COMMUNITY HEALTH AND THE ENVIRONMENT

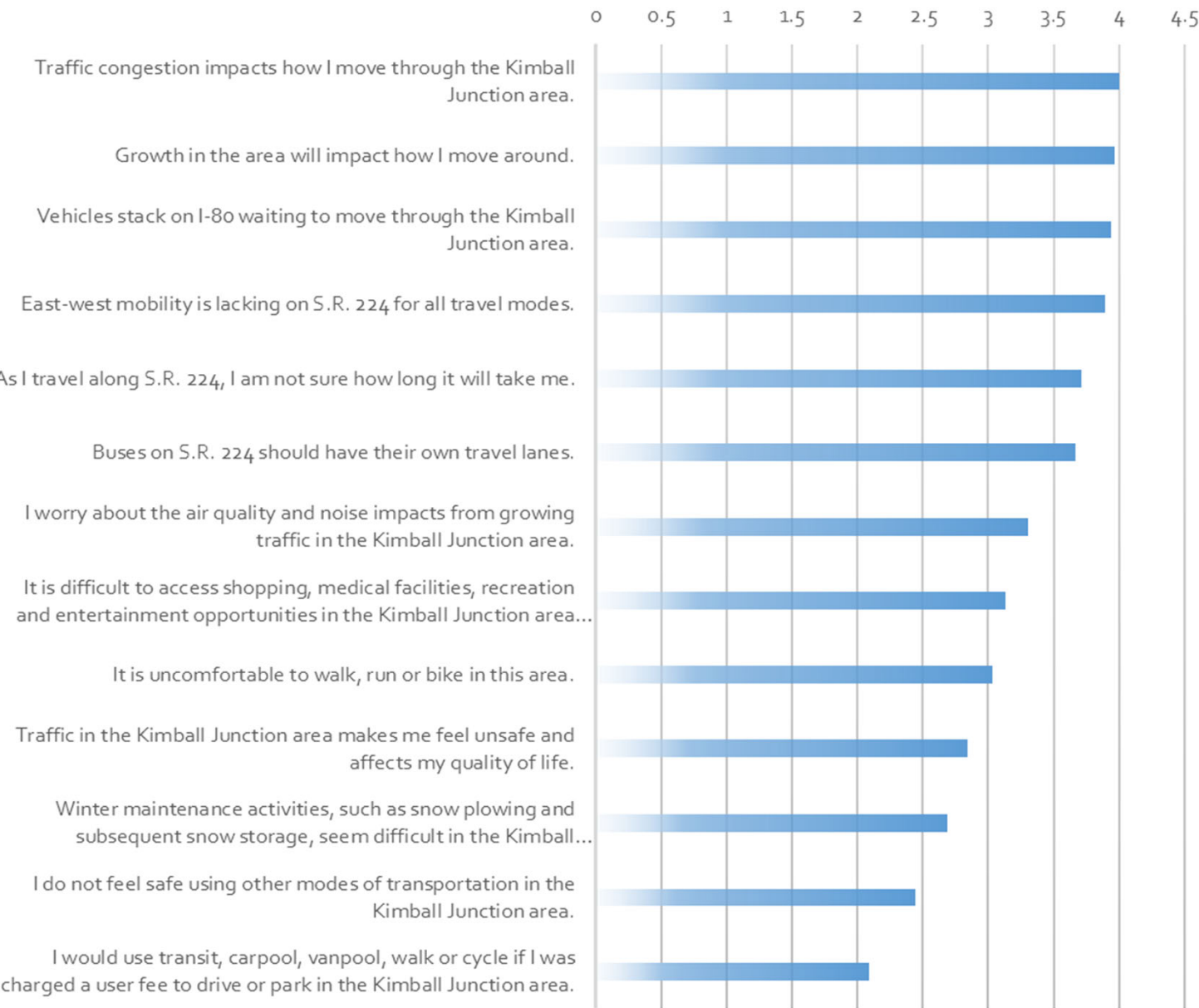


Public Survey Results

THEME 2: MOBILITY TO AND FROM I-80 AND S.R. 224 IN THE KIMBALL JUNCTION AREA

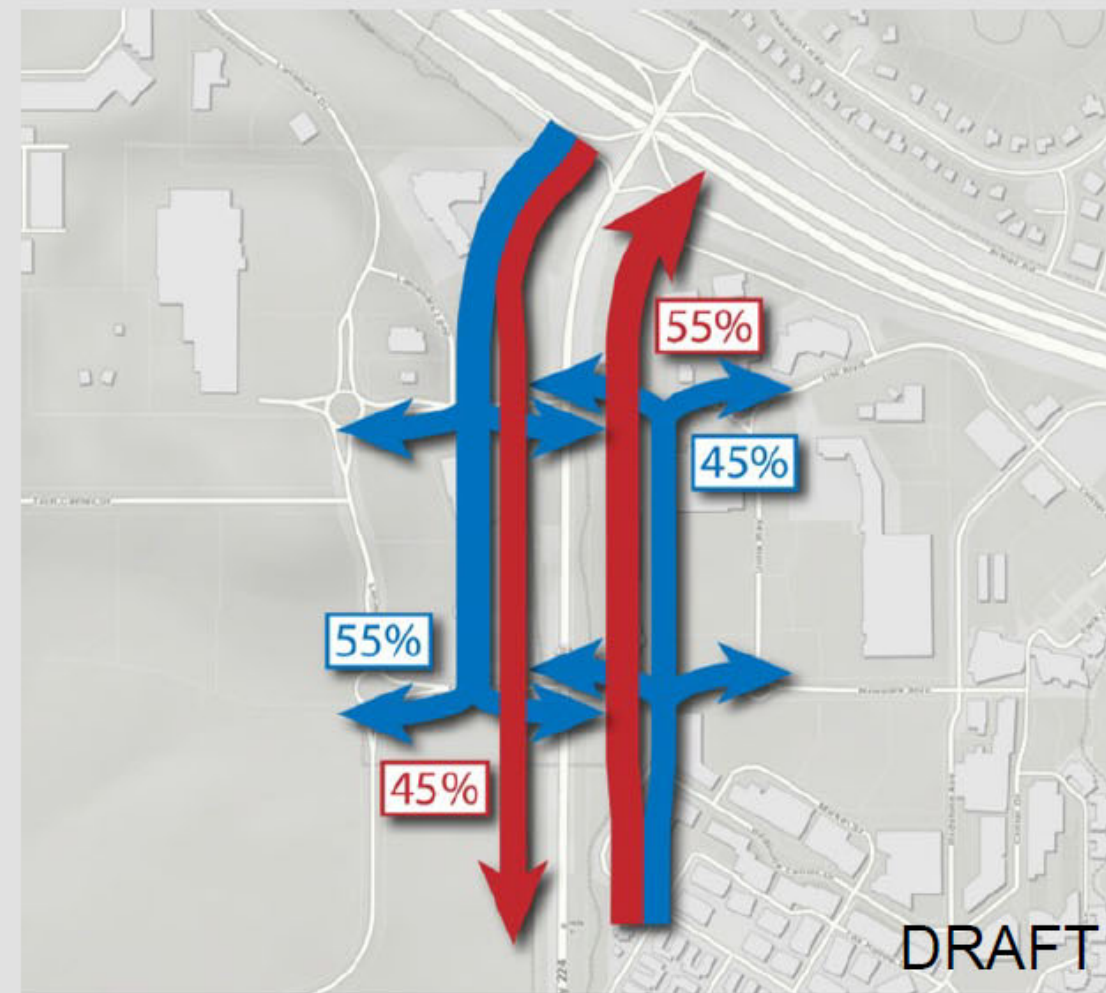


PROBLEMS



Existing Traffic Patterns

- Existing traffic almost evenly split between through traffic and Kimball Junction access traffic
- About half the vehicles on SR-224 are turning on and off Ute Ave and Olympic Pkwy as opposed to passing through
- Business/residential access as much of a concern as through traffic for future solutions

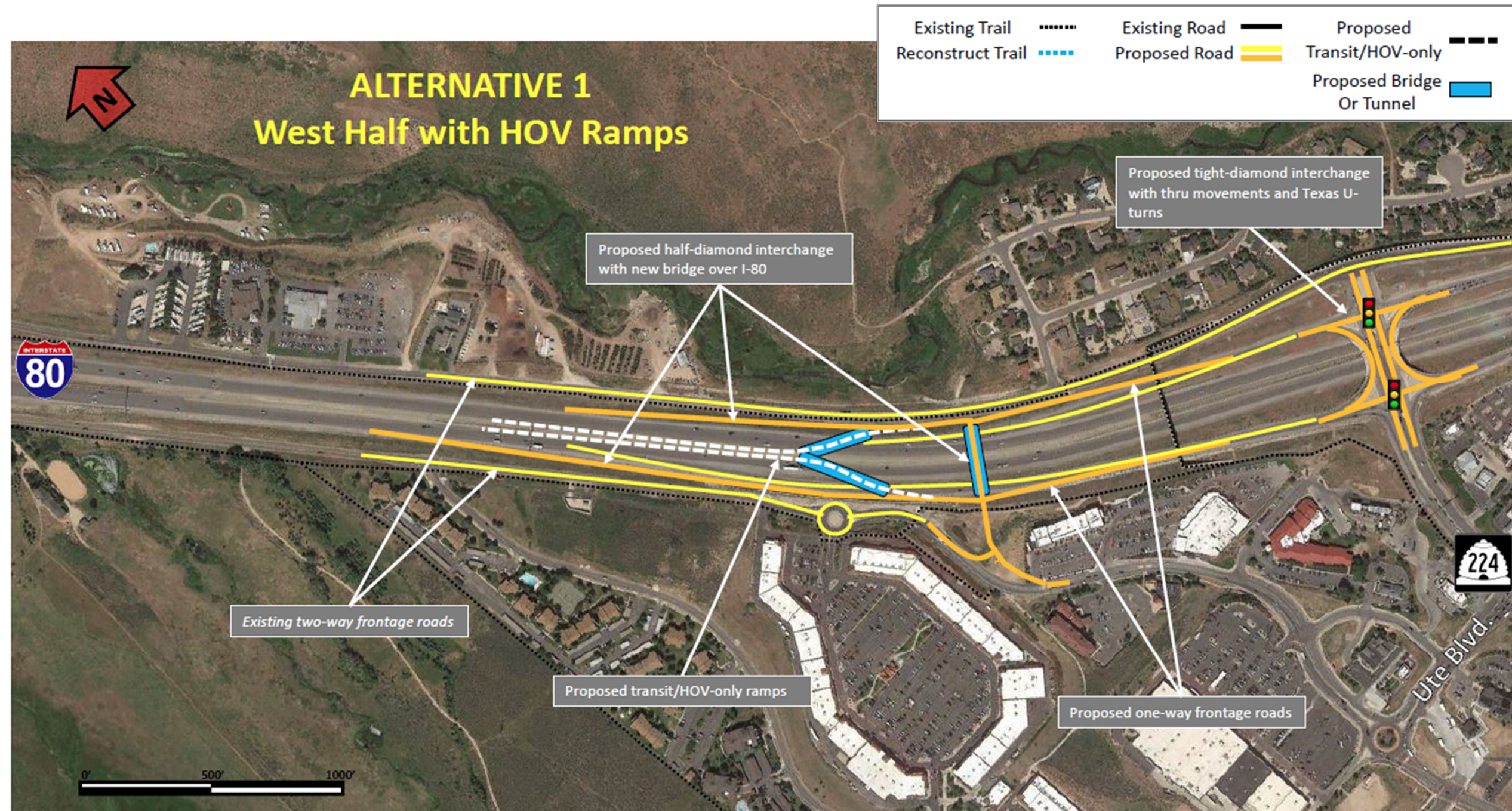


Hypothetical Traffic Scenario

- Hypothetical scenario with the Ute & Olympic signals “turned off”
- Test whether interchange could absorb the full traffic demand with the Ute/Olympic bottlenecks removed.
- **Existing:** Interchange can absorb full demand and even performs slightly better without queuing interference from Ute Blvd
- **2050:** Interchange worsens slightly
- Solutions will need to address capacity issues at signals and at interchange

PM Peak Hour	Existing		2050 DRAFT	
	Signals On	Signals Off	Signals On	Signals Off
Interchange LOS (Avg Delay)	E (69 sec/veh)	E (61 sec/veh)	E (75 sec/veh)	F (85 sec/veh)

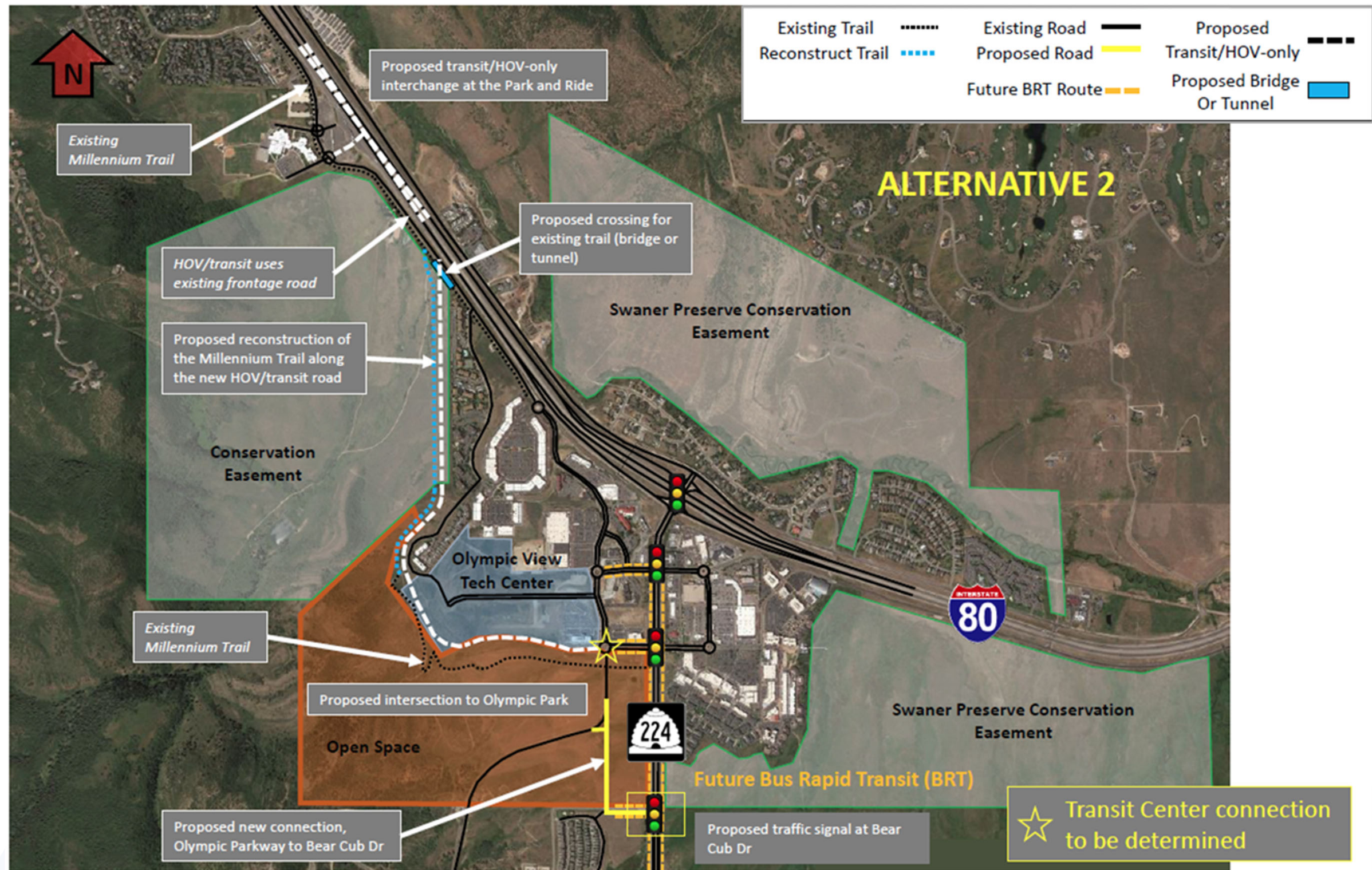
Level 2 Solutions: Alternative 1 – One Way Frontage Roads



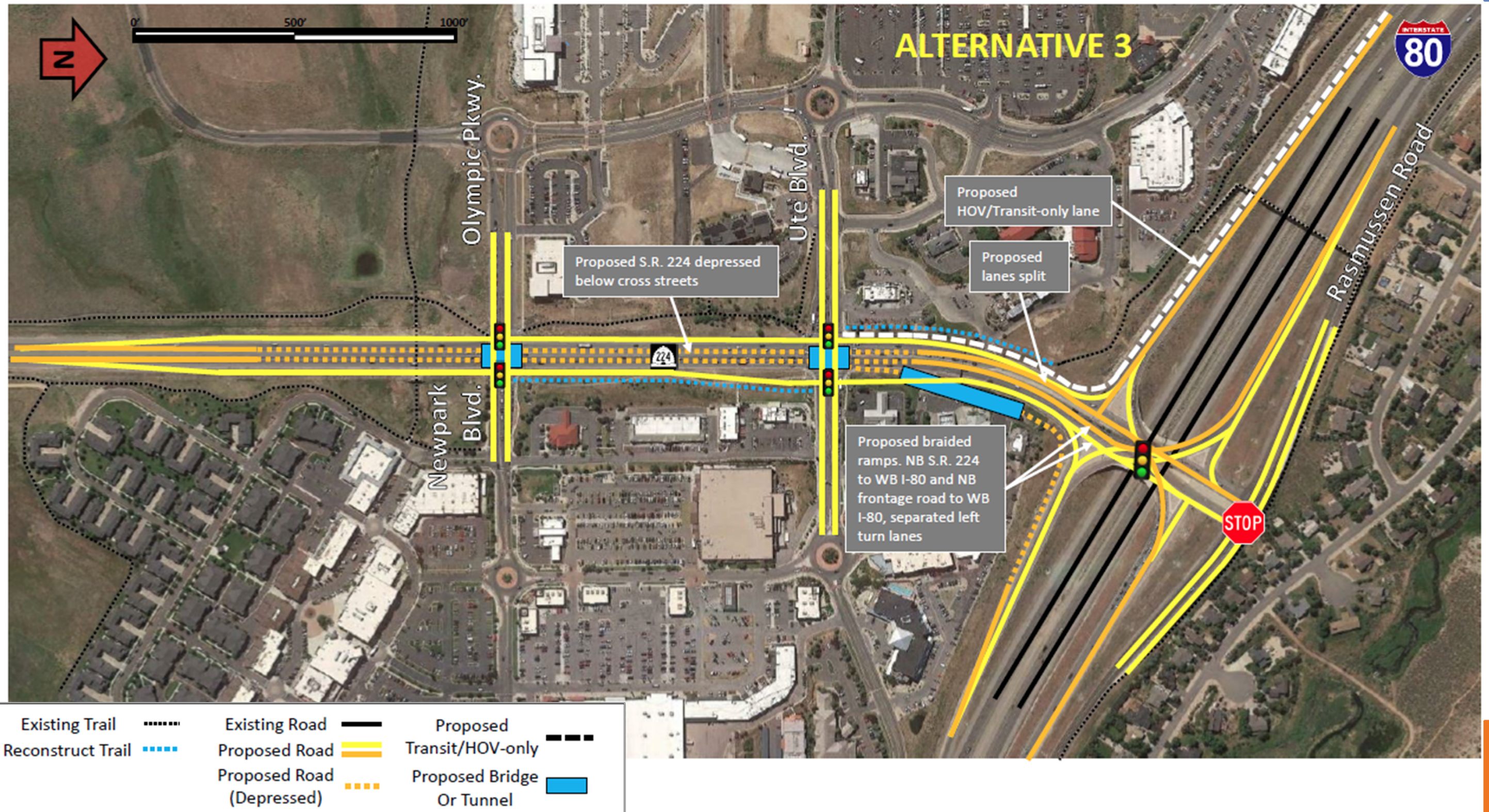
Level 2 Solutions: Alternative 1 – One Way Frontage Roads



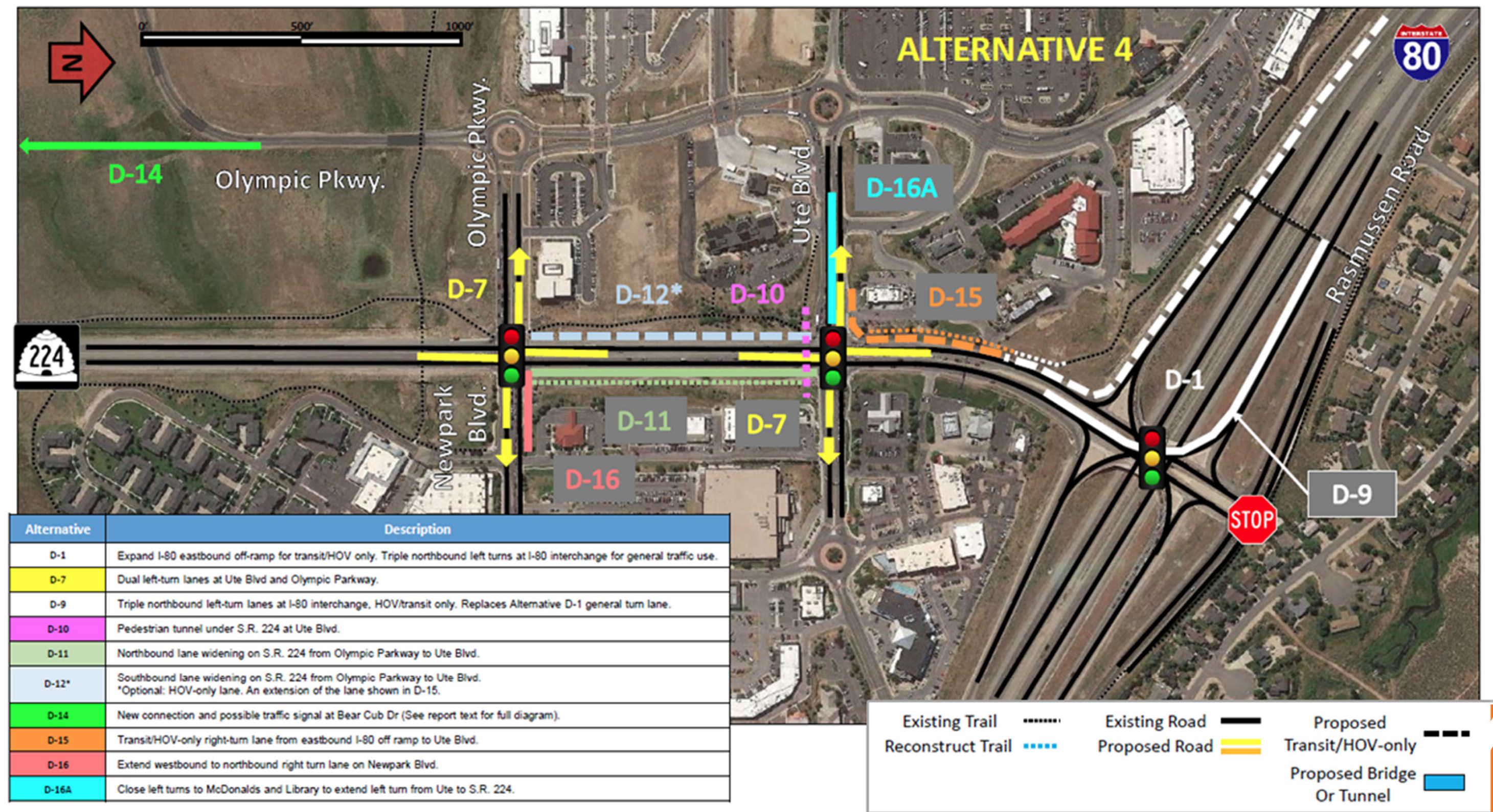
Level 2 Solutions: Alternative 2 – Transit/HOV Bypass



Level 2 Solutions: Alternative 3 – Convert to interchanges



Level 2 Solutions: Alternative 3 – Convert to interchanges



Schedule & Level 1 Screening

March to
May 2020

Create Guiding Themes and Goals, Seek Community Input

Develop guiding themes and goals to describe what the transportation problems are in the Kimball Junction area and what solutions can address the problems.

Solicit public input on the themes, goals, problems, and opportunities during an online public survey.

[View the summary of public comments](#)

June to
August 2020

Develop Screening Criteria and Potential Capacity Improvements and Multimodal Solutions

Develop screening criteria based on community input and refined goals, problems, and opportunities.

Identify and develop short- and long-term capacity improvements and multimodal transportation solutions, based on the problems and opportunities in the study area and public comments.

[View the alternatives definitions and screening tech memo](#)

September to
November
2020

Level 1 Screening

Evaluate more than 30 alternatives using qualitative analysis and fatal-flaw assessments.

Dismiss alternatives that do not meet study goals or address problems/opportunities from further study.

[View the alternatives definitions and screening tech memo](#)

November to
January
2021

Level 2 Solution Screening and Community Input

Conduct in-depth evaluation including traffic analysis, high level environmental screening and transit/active transportation examination on the four alternatives that met Level 1 screening criteria.

Solicit community input on remaining solutions.

★
WE ARE
HERE

January to
February
2021

Complete Area Plan and Provide Alternative Recommendations for Further Study and Implementation

LEVEL 1 SCREENING

The initial tier of Level 1 screening determines if the solutions have any of the following fatal flaws:

- Does the alternative cause irreconcilable environmental impacts?
- Does the alternative cause irreconcilable community impacts?
- Is the alternative impractical and infeasible?

The second tier of Level 1 screening includes addressing the problems and opportunities by asking the following questions:

- Does the alternative improve interchange area capacity and vehicle mobility to/from I-80 and to/from S.R. 224 through the Kimball Junction area?
- Does the alternative maintain or improve multimodal travel options, health, and safety for pedestrians, cyclists, and transit users in the area?
- Does the alternative support operation and reliability of the Valley to Mountain (S.R. 224) Locally Preferred Alternative (LPA) both-side running Bus Rapid Transit (BRT)?

Potential solutions with a fatal flaw will be dismissed from further study.

February 16, 2021

(By email gfarnsworth@utah.gov and U.S. mail)

Grant Farnsworth

Region 2 Planning Manager

2010 S 4700 W

Salt Lake City, UT 84104

Dear Mr. Farnsworth,

Thank you for leading UDOT's participation on the Kimball Junction Area Plan study. We are encouraged by the progress the project team has made. Councilmembers have followed the process and were most recently given an update on the level two screening of alternatives during our February 3rd council session. We appreciate this opportunity to convey our comments on the four alternatives presented at that meeting. We have noted several comments as well as suggestions that we hope can be included in future analysis. Thank you in advance for taking our collective comments (summarized below) into consideration.

Alternative 1

While we understand the thought behind Alternative 1 and its attempt to distribute users to destinations in the Kimball Junction area, the new network of roads, turns, and merges appears overly complicated. This alternative does not prioritize relieving north- and southbound traffic on SR- 224. We also have concerns about the proximity to the Hi Ute Ranch and the conservation easement. While certain elements of this preliminary alternative have merit, especially the dedicated exit off I-80 into the Ecker Hill park and ride, we do not support it as a standalone solution.

Alternative 2

We do not feel that Alternative 2 should be considered any further. There is no support for creating a new road that bisects this area and will do little to minimize travel at the I-80/SR-224 junction and also impinges on an existing conservation easement. We also have apprehension about the impacts such as air, noise, and light pollution to the existing residential areas.

Alternative 3

Alternative 3, in concept, has unanimous support from the Council. This is a more attractive design and moves people effectively. We have a number of suggestions relating to this alternative, but are most supportive of its fundamentals. We offer the following for the project team to consider integrating into the design of Alternative 3.

- Will grade-separated roundabouts be more successful than signalized intersections at Ute Boulevard and Olympic Parkway? We are concerned that future growth on either side of SR-224 could create pinch points with signal delays. Any option at these busy intersections should be designed with bike and pedestrian traffic and safety as a priority.
- Separating traffic to and from I-80 from local streets will go a long way to making this successful. Could a grade-separated flyover lane from northbound SR-224 to westbound I-80 fit in this alternative? Similarly, could a designated exit from eastbound I-80 constructed in the vicinity of the McDonalds area and offloading somewhere near the Wal-Mart area be considered?
- We are also intrigued by the idea of centralizing the distribution of vehicles with the construction of a large, elevated ring road that funnels all traffic for all directions looking to cross SR-224. Ute and Olympic would be elevated and create spurs into the new ring road and all movements would be right turn only onto or off of the ramps accessing the quadrants of the area.

Alternative 4

Alternative 4, in concept, has tepid support from the Council as the final solution. We prefer that the that any incremental changes are made deliberately on the way to the larger, comprehensive redesign that this area requires. We have the following specific comments about this proposal.

- How effective is D-14?

General Comments

As alluded to under Alternative I comments, could the team please re-look at utilizing a parking area off of I-80 eastbound at or near the current truck pullout but with access for single occupancy vehicles. A walkable access to the transit service at the Ecker Hill park-and-ride would be introduced by opening up a portion of the fencing. All vehicles would follow the same travel patterns that the trucks do with only right in and right out at the parking area. HOV vehicles could be prioritized.

Please add the proposed Bus Rapid Transit (BRT) route to each map where it would exist within the alternative.

Efforts toward improving transportation to and throughout the Kimball Junction neighborhood are extremely important and we feel that the goals of the study will ultimately find a solution aligned with the needs of the area's communities. We look forward to getting more information after the next phase of study. Thank you, again, for the thoughtful and inclusive approach to this study.

Sincerely,
Glenn Wright
Summit County Council



February 12, 2021

Robert Stewart
Region 2 Director
Utah Department of Transportation

Grant Farnsworth
Region 2 Planning Manager
Utah Department of Transportation

Caroline Rodriguez
Director of Regional Transportation Planning
Summit County

Re: Kimball Junction Area Plan

Greetings,

The purpose of this letter is to provide comments to the Utah Department of Transportation and Summit County concerning concepts and alternatives identified in the “Kimball Junction and S.R. 224 Area Plan.” These comments are in response to a presentation to Summit County Council on January 13, 2021, made by UDOT, Summit County staff and the project consultant. We have also reviewed the “Definition of Alternatives and Alternatives Screening Evaluation” report published by UDOT in January 2021.

Before addressing project details, Dakota Pacific Real Estate (DPRE) would like to express our appreciation to UDOT for focusing its expertise and funding on planning for improving transportation and transit facilities in Kimball Junction and along SR 224. We recognize there are many competing transportation needs in Utah that demand attention.

DPRE is the owner of the former “Park City Tech Center” (also known as “Summit Research Park”) on the west side of SR-224 between Ute Boulevard and Olympic Parkway. We are working with Summit County to obtain approval for a 58-acre mixed-use, transit-oriented development that will provide 1,100 units of housing, along with office, retail, hospitality, and community uses. We have independently analyzed the traffic situation on SR-224 and local roadways and we have studied the County’s plans for improved transit service in the Snyderville Basin area, including the planned bus rapid transit (BRT) route on SR 224. We have submitted a traffic study to the County and are currently updating that study to reflect a proposed phasing plan. On May 1, 2019, we met with UDOT Region 2 staff to introduce our project and discuss transportation trends and needs.

In our comments on the draft Kimball Junction Area Plan below, we have emphasized in **underlined, bold type** certain observations and suggestions.



General Comments

Public Transit. Public transit is the key to Kimball Junction's future. Kimball Junction already serves as the regional node for transit in Summit County, with Utah Transit Authority and Park City bus routes converging at the Kimball Junction Transit Center (KJTC). Frequent, convenient internal service is provided by the County's Kimball Junction Circulator. **We enthusiastically support Summit County's plan to bring BRT service to SR 224 and Kimball Junction.** This is the logical next step in the evolution of the Electric Express (PCT Route 10X) and will be essential to maintaining the destination appeal and local quality of life for Summit County and Park City. We note that the current Transit Center site is undersized and has less-than-ideal access to regional roadways. Both are issues we have attempted to address in our site planning. This and other future opportunities will be discussed below.

Traffic. UDOT has estimated that local circulation represents about half the traffic volume in the study area at peak hours during the peak winter ski season. We believe this is correct but note that local circulation probably represents well over half the traffic in the study area during much of the rest of the year. While it is useful to view SR-224 as a regional corridor, it is also important to note that the I-80 interchange, the two SR 224 intersections in Kimball Junction and the two major cross streets directly support a major part of the local economy. **Efficient flow of through traffic on SR 224 is important, but local circulation within Kimball Junction is equally important.**

Active Transportation. As your project consultants noted during their presentation on January 13, Summit County is a place where active lifestyles are key to the local quality of life and central to the County's continued destination appeal. The County and the Basin Recreation District have developed a functional trail network and recreational facilities and have worked to preserve open space in and around Kimball Junction. However, the weak link that remains in this active living network is the barrier that SR-224 creates between the east and west sides of Kimball Junction. We acknowledge that the existing trail separations under SR-224 south of Olympic Parkway and under I-80 at the Fieldhouse, along with the walk/bike bridge over I-80 near Whole Foods, are valuable facilities that help support recreational activities. However, in the future – and as envisaged in County plans – we expect daily, routine walking and bicycling to become a part of life for Kimball Junction residents and a key element in the continued economic vitality of Kimball Junction businesses. **Accordingly, we believe safe and convenient pedestrian and bicyclist access across SR 224 should be a high priority element in design.**

Winter Olympics. The US Olympic and Paralympic Committee has chosen Salt Lake City as the next US city to bid for a Winter Olympics. Whether this will be for 2030 or 2034, any transportation planning in Summit County should consciously take into account the requirements of competing on the world stage to host a Winter Olympics. While Utah in general, and Salt Lake City in particular, saw a significant inflow of federal money to support the 2002 event, the strategic framework has shifted over the years. The Utah/Salt Lake City committee will need to demonstrate the area is already equipped to serve as a 21st century host, with modern transportation infrastructure and



service in place. Expectations have evolved since 2002 and will center on the quality and character of transit connections from the Salt Lake City International Airport, and on the quality and character of convenient, efficient local transit circulation services. Because the DPRE project site is located just below Utah Olympic Park, we have recognized from our earliest planning a need to take a potential Winter Olympics into account. **We would like to see more explicit consideration of this in UDOT's and Summit County's planning for SR-224 and Kimball Junction.**

Public Outreach. UDOT has undertaken a public engagement process as part of the “Kimball Junction and S.R. 224 Area Plan,” which we appreciate. As UDOT staff will recall, the last time the agency undertook planning for this study area, a strong negative public reaction put the project back on the shelf in low priority status. As we consider the concepts and alternatives identified in the Plan so far, it seems evident that impacts to the commercial enterprises in Kimball Junction – direct and indirect, temporary and permanent – could affect support for whichever design concept UDOT selects. **We suggest that a specific outreach to the business community in Kimball Junction will be necessary to help avoid unnecessary (and uninformed) opposition to UDOT's ultimate preferred plan.** This outreach should occur as early in the planning process as possible. DPRE would like to offer our help and recent experience to organize, convene and support a targeted business outreach and communication effort. We have discussed this with County staff as well.

Alternative 1 and I-80 Considerations

DPRE generally supports the web of new I-80 ramps and other elements in Alternative 1. We especially like the idea of a new pedestrian/bicyclist tunnel under SR-224 at Ute Blvd. The concept of dedicated HOV ramps is interesting, although **a plan for multi-system (UTA, Summit County, Park City) bus circulation and interconnection is a missing component of this and other alternatives** (more on this below).

Our particular concern is that while Alternative 1, on its own, might help free up the worst of the congestion for through travelers on I-80, it would not do much to improve local circulation within Kimball Junction. In fact, providing a set of new ramps serving western Kimball Junction and a different set of ramps serving eastern Kimball Junction might actually further reduce the internal economic synergies within Kimball Junction that have been limited by the SR-224 barrier. The ramp system would serve to accentuate the separation between two sides of what should be a single, mixed-use district supported by a well-connected street network.

It seems likely that certain Alternative 1 elements, such as the addition of an elevated “half diamond” interchange above the current interchange, would be expensive to build. **Finally, it appears that some elements of Alternative 1 might leverage key features of Alternative 3, leading to a more robust combined, long-term solution.**

Alternative 2 and the Powderwood Drive/Overland Drive Corridor

We are surprised Alternative 2 survived the “fatal flaw” analysis. Open space and natural lands are highly valued assets in Summit County. During the public process surrounding review of our development application by the Snyderville Basin Planning Commission, we heard loud and clear that Summit County residents and officials will vigorously oppose any changes to the extent and character of the conservation easements and dedicated open space areas that surround Kimball Junction.

We believe establishing a new highway bypass corridor around the west side of Kimball Junction would have substantial negative side effects, in addition to impacts to protected natural lands. The Powderwood Drive/Overland Drive corridor today serves usefully as a low-volume, local connector. It runs within a quiet residential area and along an affordable housing development and it provides low-speed back-side access to the outlet stores.

DPRE has studied the Powderwood/Overland corridor in our traffic study. Our internal roadway network will connect directly into this corridor, improving local, low-speed connectivity for our residents and for other travelers with local origins and destinations. Our traffic study indicates that traffic increases in this corridor from our proposed development will be small, requiring no changes to roadway cross sections or to the intersection at Kilby Road.

Our vision for western Kimball Junction in general, and our development in particular, is a walkable, safe and comfortable, transit-served, mixed-use neighborhood with a highly social character much like the neighborhoods many of us grew up in. This vision is consistent with the County’s vision as described in both the Snyderville Basin General Plan and the Kimball Junction Neighborhood Plan. Running a heavy volume of regional traffic through this area would destroy that vision. **We will oppose any proposal to run a highway bypass through this area or any proposal to widen Powderwood Drive and Overland Drive with additional lanes.**

Alternative 3

We believe this alternative, with some design modifications, would meet the needs identified in UDOT’s “Problems and Opportunities Framework.” Grade separating the Ute Blvd and Olympic Parkway intersections with SR-224 would solve both the throughput capacity problem on SR-244 and the poor connectivity between the east and west sides of Kimball Junction. It would offer potential time savings for the planned BRT and would improve the feasibility and performance of that service. We offer the following ideas and suggestions for design details that might improve the functionality and performance of Alternative 3:

Transit. Three transit agencies operate bus services in the study area. All of these routes negotiate the SR-224/Ute Blvd intersection, travel through the roundabout at Ute Blvd and Landmark Drive, make left turns into the Transit Center, and then proceed back out, either via eastbound Ute Blvd or via southbound Landmark Drive. In transit, time is money, and the circuitous access to the Transit Center adds to operating costs and reliability of these services. Alternative 3, however, offers a



potential solution. Direct access to the Transit Center could be provided from the SR-224 frontage streets shown in Alternative 3 by way of a connection across the County's site (near the Richins Building). Right-in/right-out access to and from the southbound frontage street on the west side of SR-224 would be fairly simple to accomplish, and a bridge over SR-224 would allow the BRT system to have direct, time-saving access in and out of the Transit Center. We realize increased costs would be associated with such connections and the County would need to participate in planning for a new access street. But, if this opportunity is not identified and studied now, it will be difficult to accommodate later in the planning and design process. When the time is right, we can share design concepts we have drawn for this transit connection. **We suggest that analysis of improved bus access to the Transit Center be included in further development of Alternative 3.**

Pedestrian/Bicyclist Crossing of SR 224. We understand that, because of grade conflicts, a crossing under SR 224 is feasible in Alternative 1 but not in Alternative 3. However, we feel the need for an improved, safer crossing of SR-224 for pedestrians and bicyclists is an urgent need, at least as important as the traffic capacity needs the study is addressing. UDOT's "Definition of Alternatives and Alternatives Screening Evaluation" report shows a concept drawing for an extended deck over SR-224 at Ute Blvd that was not shown in the January 13 presentation to County Council. This concept offers an opportunity for enhancing the safety and attractiveness of crossing SR-224 at or near Ute Blvd. This would greatly improve non-motorized access to the Transit Center from eastern Kimball Junction and would help knit the east and west sides together, with significant potential economic benefits. **We suggest that concepts for improved pedestrian/bicyclist access across SR 224 at Ute Blvd be included in further development of Alternative 3.**

Intersection of SR-224 Frontage Streets and Ute Boulevard. We were surprised at the size of the SR-224 frontage street system shown in UDOT's Alternative 3 concept drawings. With dual lefts both northbound and southbound and right turn accel lanes, the frontage facility would be eight lanes wide at Ute Blvd. Added to four through lanes on SR-224 below the crossing, the resulting state highway would effectively be a 12-lane freeway. We question whether such a massive frontage road system is needed. It would create almost insurmountable issues for safe at-grade pedestrian crossings of the frontage streets, thereby deleting one of the key potential benefits of the grade-separation concept. Further, the pedestrian porkchops shown in the deck drawing are inconsistent with current best practices in street design. Perhaps incorporating some of the ramp systems shown in Alternative 1 would reduce the need for local access capacity at this location. In any event, **we do not feel the size of the intersection shown at this location is warranted and would like to see UDOT and Summit County evaluate other concepts, including the potential for a one-lane roundabout.**

Gateway. A recurring idea in our discussions with the public, planning commissioners, County staff and the Council has been the opportunity for a SR-224/Ute Blvd grade separation to serve as an attractive gateway feature for arrivals into Snyderville Basin and the Park City area from I-80. This does not appear to be precluded by anything shown in the Alternative 3 concept drawings. In any case, **we hope the potential for gateway features appropriate to this world-class destination can be preserved and incorporated into future concepts and designs.**



Alternative 4 – Potential Interim Improvements

We endorse the general concept of interim improvements and we particularly support certain of the specific interim concepts included in Alternative 4. However, we believe the interim improvement elements shown in Alternative 4 should be regarded as just that: interim measures to provide breathing room for Kimball Junction in the years leading up to implementation of Alternative 3. This would affect design details of certain of these interim measures in ways we do not see represented in the drawings. **DPRE does not support Alternative 4 as a stand-alone solution for the needs identified in UDOT's "Problems and Opportunities Framework."** However, we do support specific elements of this option, such as the HOV-only ramps from I-80, provided they are compatible with the ultimate development of Alternative 3.

In closing, DPRE appreciates the opportunity to comment on this important project that is critical to the economic vitality of Summit County and continued high quality of life for residents and visitors. We applaud the quality of work by UDOT staff, Summit County, and the consulting team so far and we look forward to continuing involvement in project planning and design.

We look forward to talking further with representatives of UDOT and Summit County about these alternatives and the eventual implementation of transportation and transit improvements.

Best regards,

Jeffrey L. Gochnour
Director of Development
Dakota Pacific Real Estate

cc: Summit County Council Chair Glenn Wright
Summit County Council Members
Summit County Manager Tom Fisher
Summit County Development Director Pat Putt

Utah Department of Transportation Executive Director Carlos Braceras
UDOT Department of Transportation Deputy Director Teri Newell

Utah State Senate President Stuart Adams
Utah State Senator John Johnson
Utah State Senator Ron Winterton

Utah State House of Representatives Speaker Brad Wilson
Utah State Representative Kera Birkeland
Utah State Representative Mike Kohler

Colin Hilton, Utah Olympic Legacy Foundation

Ulrich, Carrie L.

From: Caroline Rodriguez <crodriguez@summitcounty.org>
Sent: Monday, February 8, 2021 2:51 PM
To: Spoor, Heidi K.; Grant Farnsworth; kim@v-i-a-consulting.com
Cc: Jamie Dansie
Subject: FW: SR224 & I 80

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

FYI

Thank you,
Caroline

From: Gordon Mills <gmillsfaia@me.com>
Sent: Sunday, February 7, 2021 9:35 AM
To: Caroline Rodriguez <crodriguez@summitcounty.org>
Cc: Pat Putt <pputt@summitcounty.org>; Peter Barnes <pbarnes@summitcounty.org>
Subject: SR224 & I 80

Good morning...Caroline, I heard your report on KPCW I was pleased to know that the Council finds Alternative 3 in the UDOT Area Study the preferred solution to our longstanding problem. While Alternative 3 stops short from placing 224 in a tunnel, it is a big step in the right direction, moves us towards the objectives set by the Kimball Junction Blue Ribbon Committee, and included in the Neighborhood Master Plan. While I think there is significant benefit to placing 224 in a tunnel as it passes through Kimball Junction (it creates useable land above the tunnel for commercial or civic space) I would like to suggest another approach. That is to significantly widen the overpasses at Ute and Olympic Parkway to the point that they become much more than just a bridge. Think of the Ponte Vecchio in Florence as it bridges the Arno. It provides space for shops on either side of the connecting roadway. By placing spaces like this, or some civic space, it begins to become a very active connector bringing both sides of Kimball Junction together. While it would add some cost to each of the two overpasses, it would cost far less than constructing a tunnel.

The one discouraging thing about your report on the study and the Council discussion is that implementation seems too far off. UDOT advised the Blue Ribbon Committee that it was important the Park City and Summit County come together with a preferred solution and some money in order to advance a project like this. Is Park City on board with this solution? If not yet, are talks underway to bring them on board? I certainly hope so.

Best...Gordy

Gordon E. Mills, FAIA, Hon. RAIC

Studio M

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Please consider your environmental responsibility before printing this e-mail.

Ulrich, Carrie L.

From: Caroline Rodriguez <crodriguez@summitcounty.org>
Sent: Friday, January 29, 2021 11:46 AM
To: Spoor, Heidi K.; kim@v-i-a-consulting.com
Cc: Grant Farnsworth
Subject: FW: UDOT Survey

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Thank you,
Caroline

From: Gordon Mills <gmillsfaia@me.com>
Sent: Friday, January 29, 2021 9:33 AM
To: Caroline Rodriguez <crodriguez@summitcounty.org>
Subject: UDOT Survey

Caroline...I've completed the UDOT survey regarding the Kimball Junction area plan. The comments I made are as follows just in case it is useful for you to know.

Best....Gordy

Option 1: This misses the point of the community interest in also connecting the East and West sides of Kimball Junction and creating a walkable neighborhood. While it does present an opportunity for a minor short term improvement in congestion, it stops far short of what we need to accomplish to prepare for the future and to create a viable Kimball Junction neighborhood. Moreover, the resulting traffic patterns are needlessly complex. Simple is better. Locals could learn the pattern after time, but visitors would be perplexed.

Option 2: Leaves the stop lights at Ute and Newark in place, so no improvement. The new stop light at Bear Cub drive exacerbates the problem. Does nothing to elevate people over cars.

Option 3: This is moving in the right direction. Could be improved by making 224 as it moves through Kimball Junction a true tunnel rather than simply depressing it. That could capture useable land above the tunnel for commercial development and civic space. It would more fully tie the East and West sides of Kimball Junction together making it a much better community neighborhood. This is the bold stroke that solves our problems and paves the way forward in a sensible fashion. While likely the most costly option, to me it represents the best long-term value.

Option 4: This doesn't begin to address the depth of the problems. If pursued, it will need to be redone in short order as Summit County continues with its projected growth.

Gordon E. Mills, FAIA, Hon. RAIC

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