



Kimball Junction



ENVIRONMENTAL IMPACT STATEMENT

Virtual Public Meeting

January 11, 2023

Agenda

- ✓ Team member introductions
- ✓ Participant guide review
- ✓ Presentation
 - Project background
 - Alternatives under consideration
 - Traffic data
 - Project purpose and alternative screening
 - Public involvement and next steps
- ✓ Q&A

Planning & Environmental Study Process

Identification

Experts and the community determine a need for further action on a transportation issue

Planning

Verify the need and develop potential solutions

Kimball Junction & SR-224 Area Plan

Environmental

Define and assess potential impacts of alternative solutions

Fall 2022 - Fall 2024

Current Phase

Design

Upon environmental approval and after funding is available, professionals design the identified solutions

No funding identified

Construction

Following design, agencies construct or execute identified solutions

No funding identified

- Identified traffic need
- Developed potential alternatives

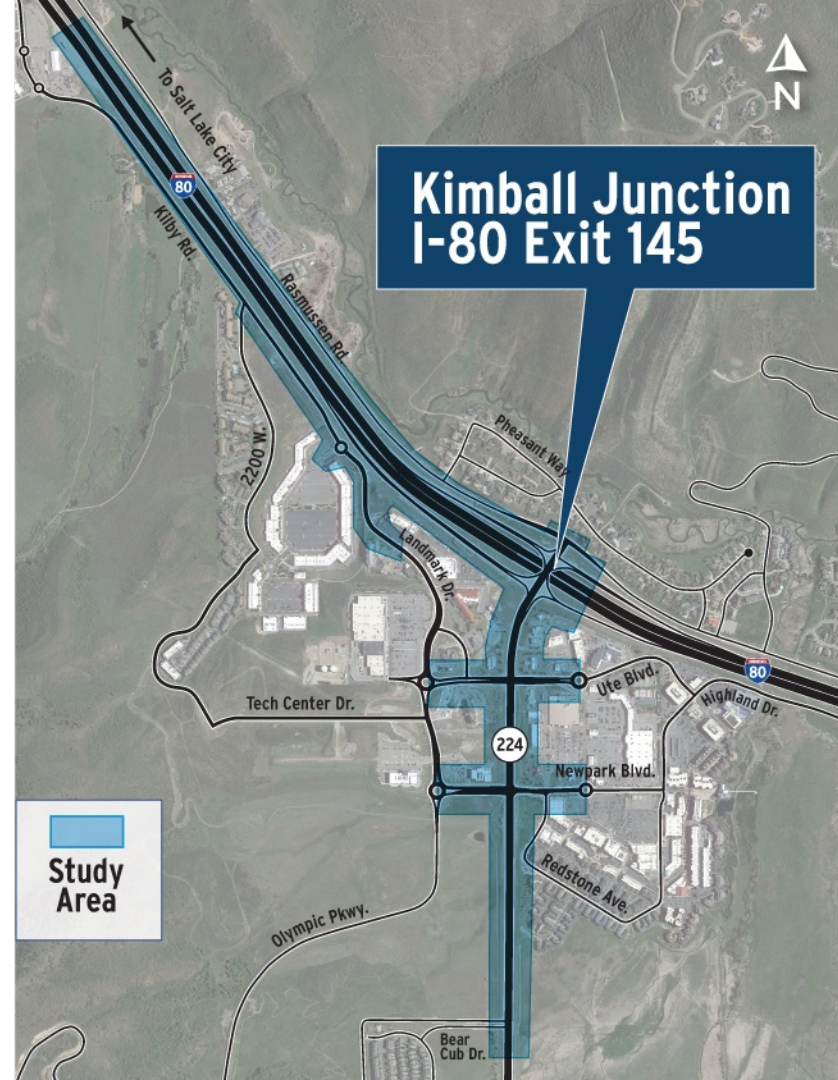
- Level 1 Screening
 - Fatal flaw analysis (Over 30 alternatives evaluated)

- Level 2 Screening
 - Traffic analysis, preliminary environmental impacts (4 alternatives evaluated)

- 3 alternatives advanced for further study

Kimball Junction & SR-224 Area Plan

- ✓ Developed multimodal & capacity transportation solutions using the Solutions Development Process
- ✓ Gathered input throughout the process
- ✓ Funded by Summit Co & UDOT
- ✓ Schedule: Nov 2019 to Mar 2021
- ✓ Recommended three alternatives for further evaluation

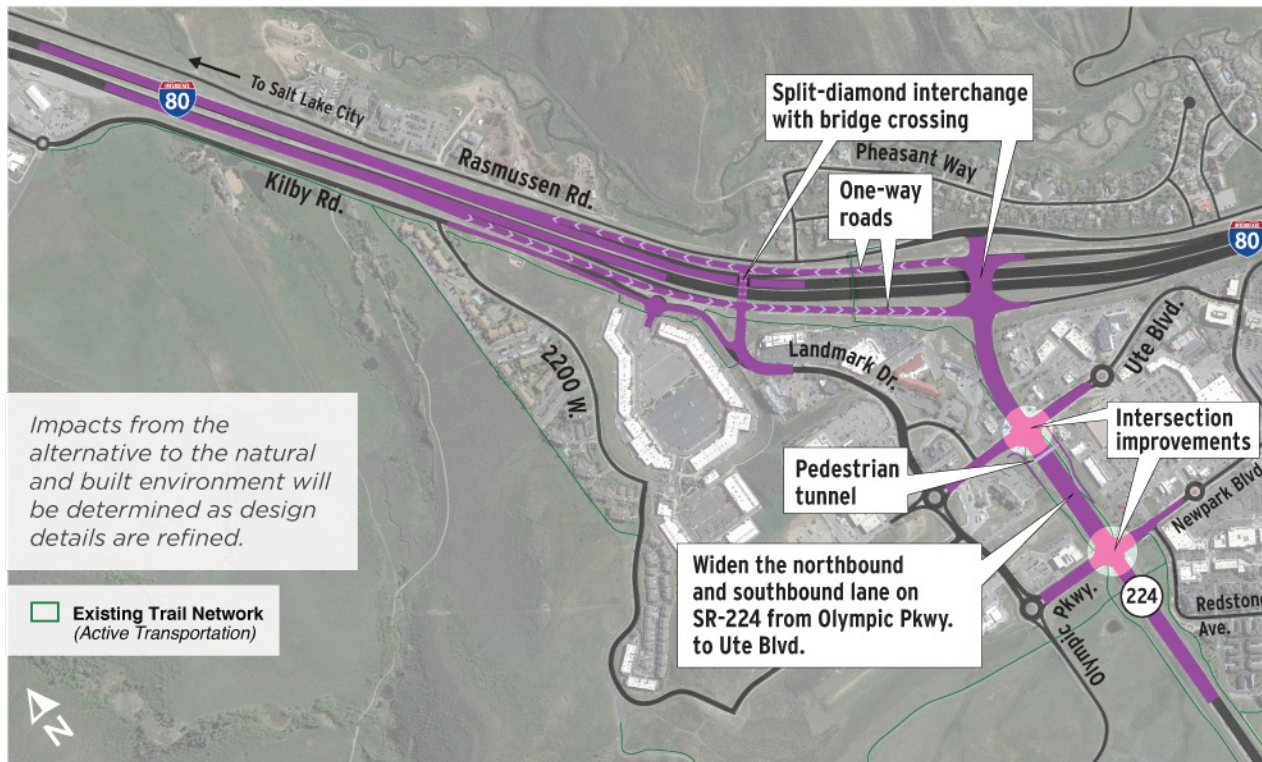


Kimball Junction & SR-224 Area Plan Goals

- ✓ Move people and goods more efficiently
- ✓ Improve mobility and comfort for all users through a connected network
- ✓ Contributes to improved local and regional air quality, environmental sustainability, and community health
- ✓ Maintain consistency with adopted land use and transportation plans
- ✓ Complement the evolving context and scale of the community
- ✓ Consider operational technologies and accommodate maintenance needs

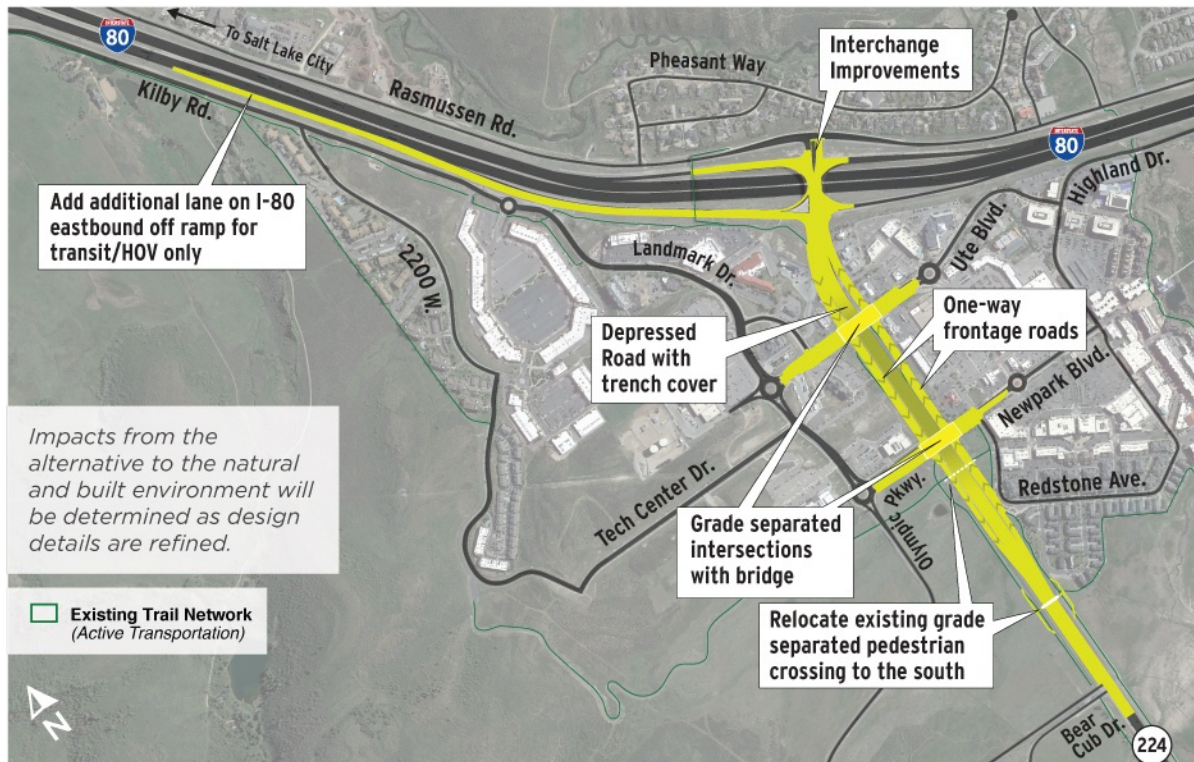
Alternative A

SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



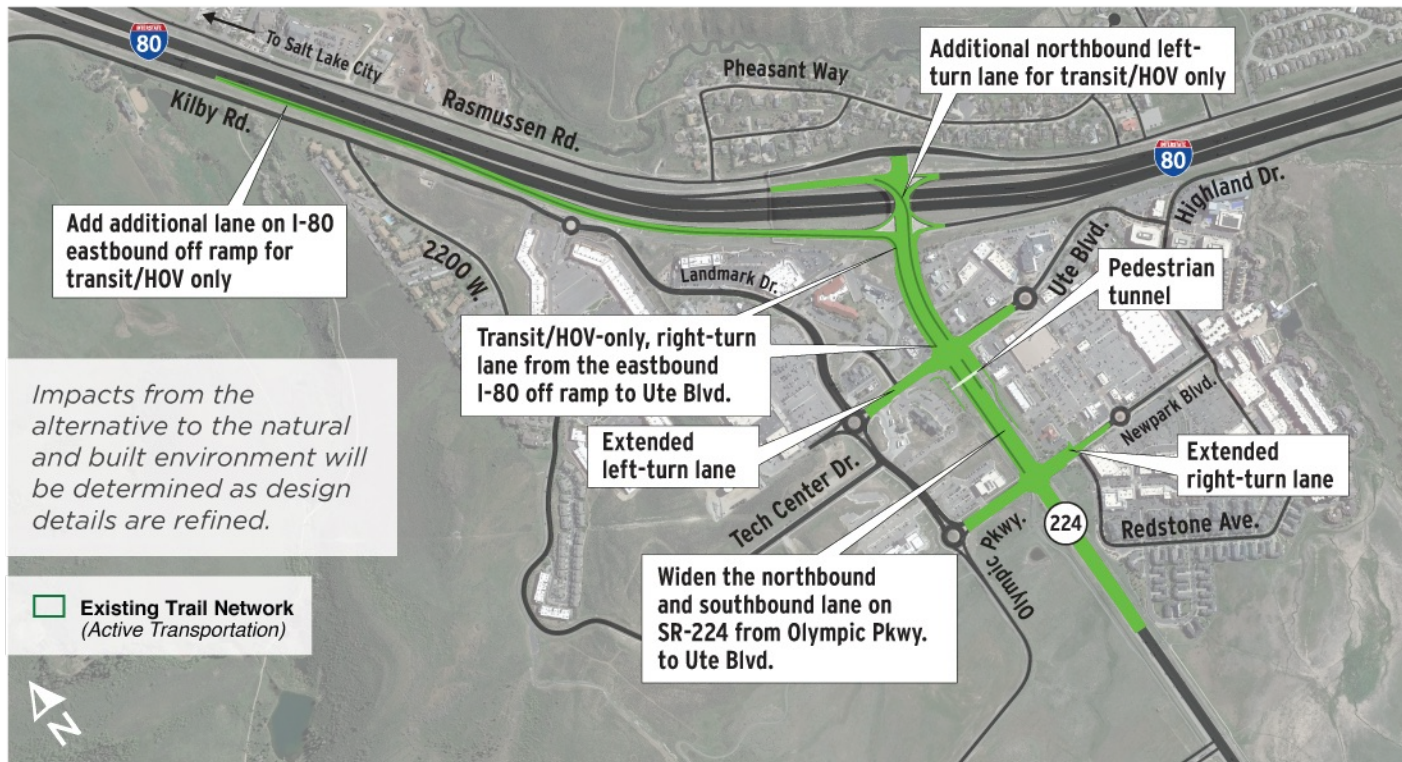
Alternative B

GRADE-SEPARATED INTERSECTIONS WITH ONE-WAY FRONTAGE ROADS TO THE I-80 INTERCHANGE



Alternative C

INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS



EIS Process & Schedule



ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | |
|---------------------|---|---------------------|---------------------|---|---------------------|
| • Public engagement | • Open house
• 30-day comment period | • Public engagement | • Public engagement | • Public hearing
• 45-day comment period | • Public engagement |
|---------------------|---|---------------------|---------------------|---|---------------------|

REGULAR UPDATES WILL BE PROVIDED TO THE PUBLIC THROUGH MEDIA AND WEBSITE UPDATES

An aerial photograph of a complex highway interchange with multiple lanes and ramps. The image is overlaid with a semi-transparent blue filter. The text "What is the Purpose & Need of the project?" is centered in white. In the bottom left corner, there is a small, faint "Google" logo.

What is the Purpose & Need
of the project?

Google

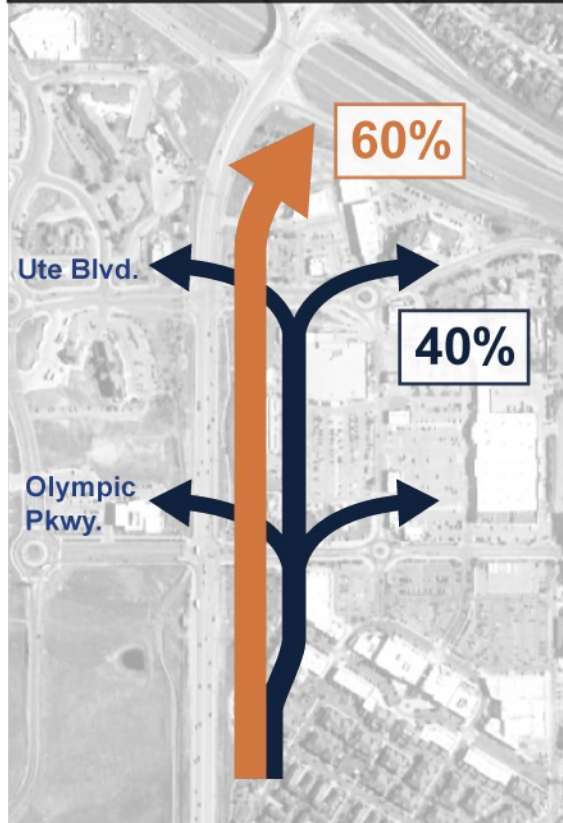
Project Need (Draft)

- ✓ Future (2050) failing conditions at the SR-224 and the I-80, Ute Boulevard, and Olympic Parkway intersections create delay and unreliable travel times
- ✓ Off-ramp queues extending onto mainline I-80 resulting in unsafe travel conditions
- ✓ Growing east-west active transportation demand across SR-224

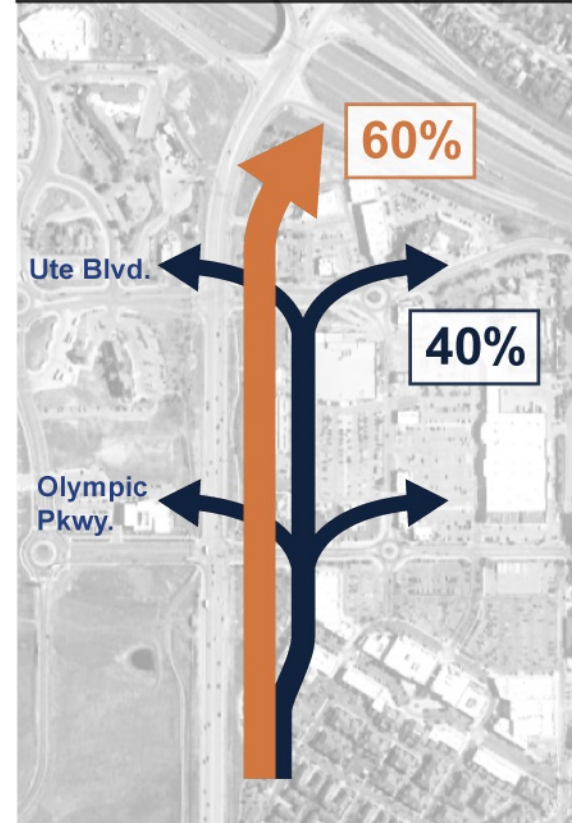
Traffic Origins

- ✓ Existing traffic divided between through traffic and Kimball Junction access traffic
- ✓ Business/residential traffic and through traffic are both an important concern
- ✓ Northbound traffic has similar through traffic/access traffic split in AM and PM

Northbound AM Peak

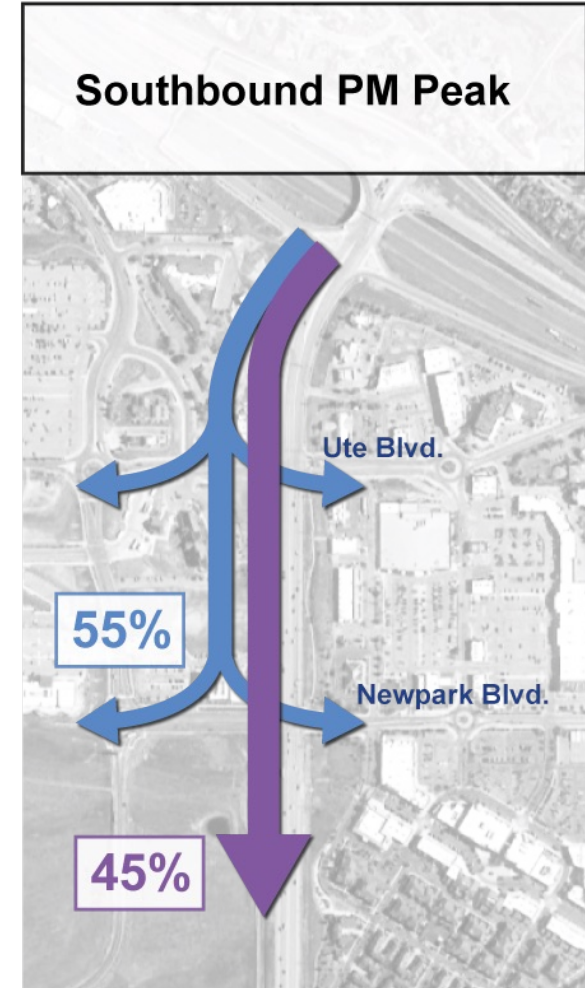
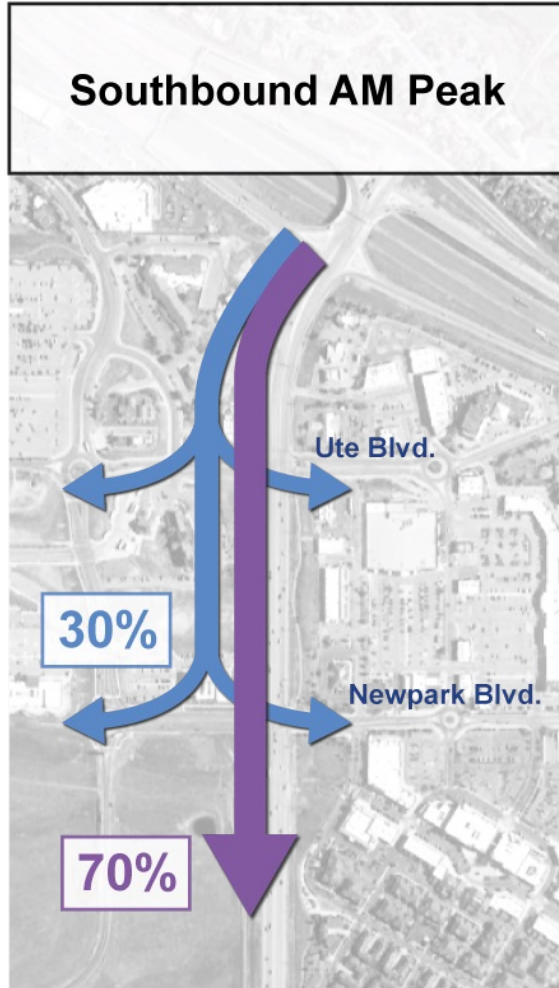


Northbound PM Peak



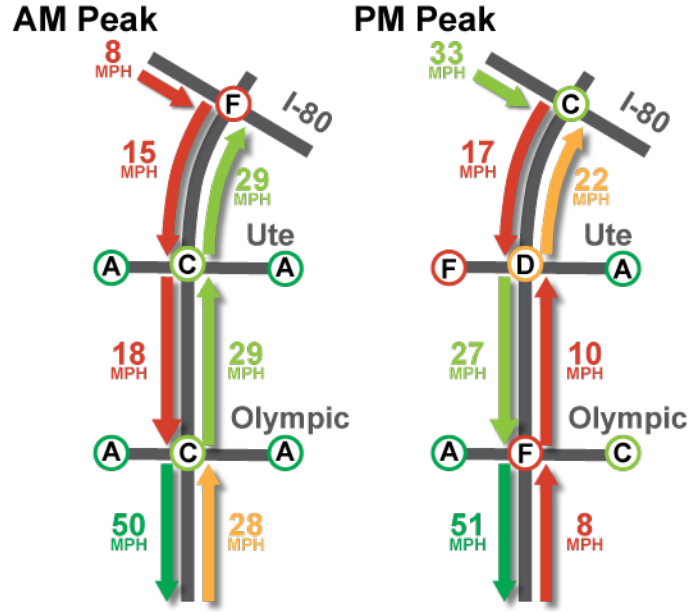
Traffic Origins

- ✓ More southbound through traffic in the AM than in the PM

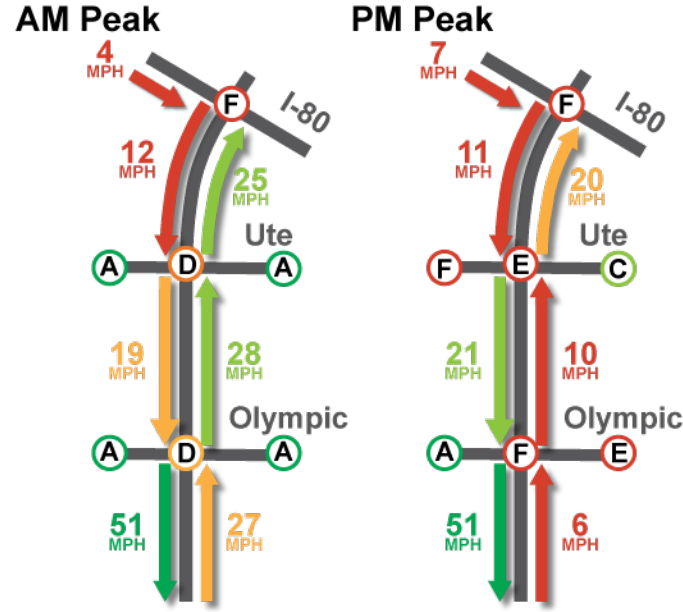


Travel Speed & Level of Service

Existing



2050 No-Action



Level of Service

A | NO DELAYS

Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.

B | NO DELAYS

Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.

C | MINIMAL DELAYS

Stable traffic flow, but less freedom to select speed.

UDOT Goal

D | NOTICEABLE DELAYS

Traffic flow becoming unstable. Speed subject to sudden change.

E | CONSIDERABLE DELAYS

Unstable traffic flow. Speed changes quickly and maneuverability is low.

F | CONSIDERABLE DELAYS

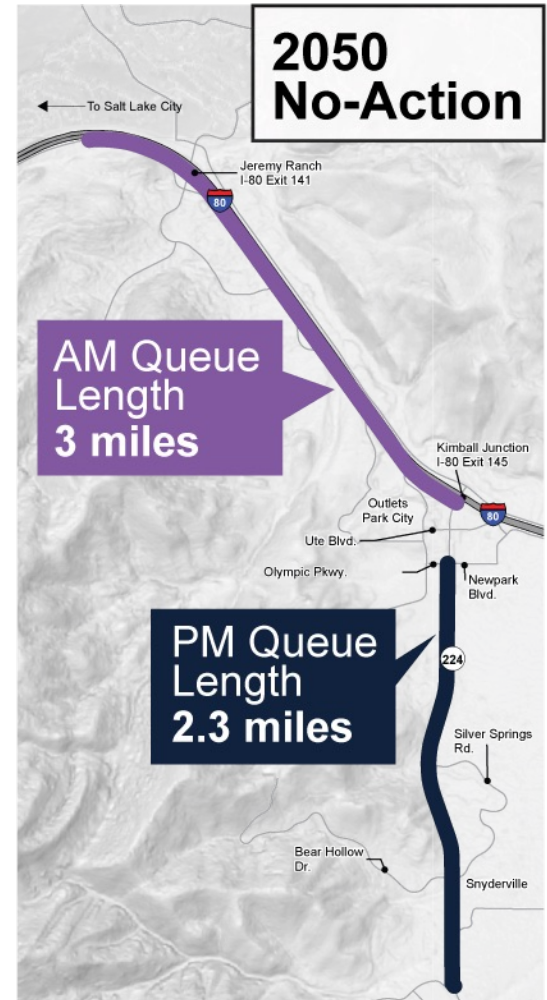
Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

Queue Lengths

Ramp queues
backed onto I-80
49 TIMES
during winter 21/22



Two-mile
outbound queues occurred
25 EVENINGS
during winter 21/22



Travel Times

AM I-80 off ramp travel times can grow from

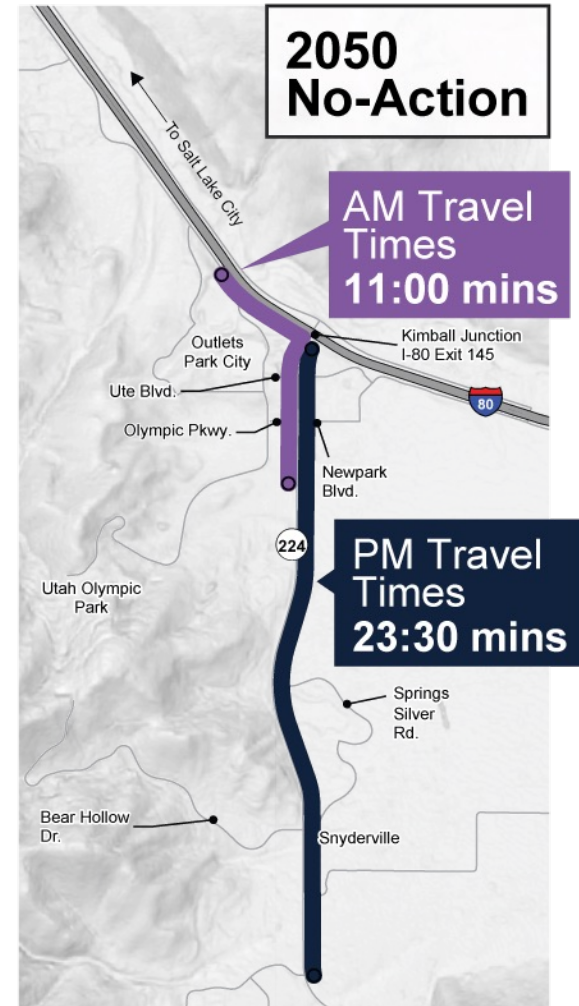
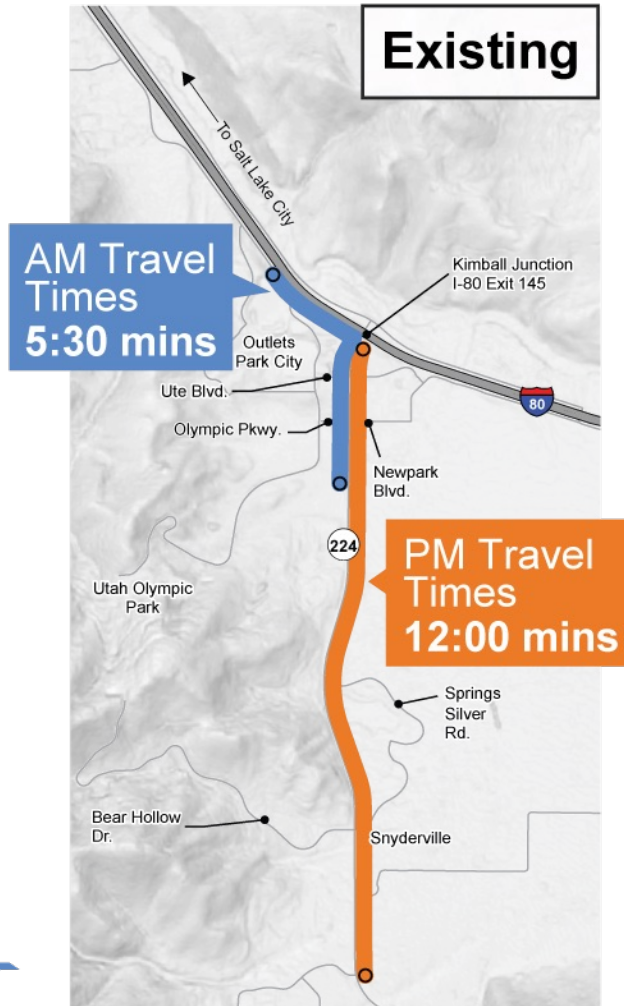
2 min. to over **15** min.

PM outbound travel times on SR-224 can grow from

5 min. to over **20** min.



Majority of worst conditions are on weekdays

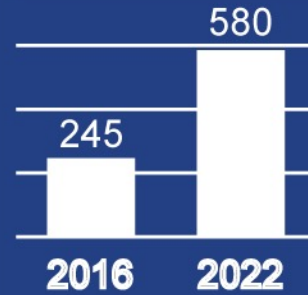


Transit & Active Transportation

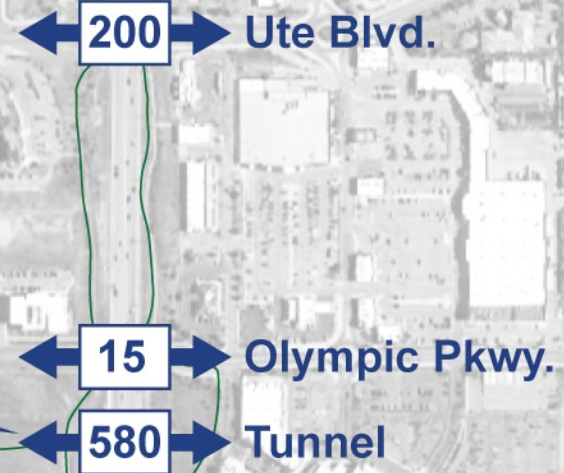
Projected Kimball Junction Transit Center Daily Boardings (*Winter*)

2025	270
2050	1,700

Tunnel Usage Growth



Daily East-west Bike/Ped Crossing (Summer)

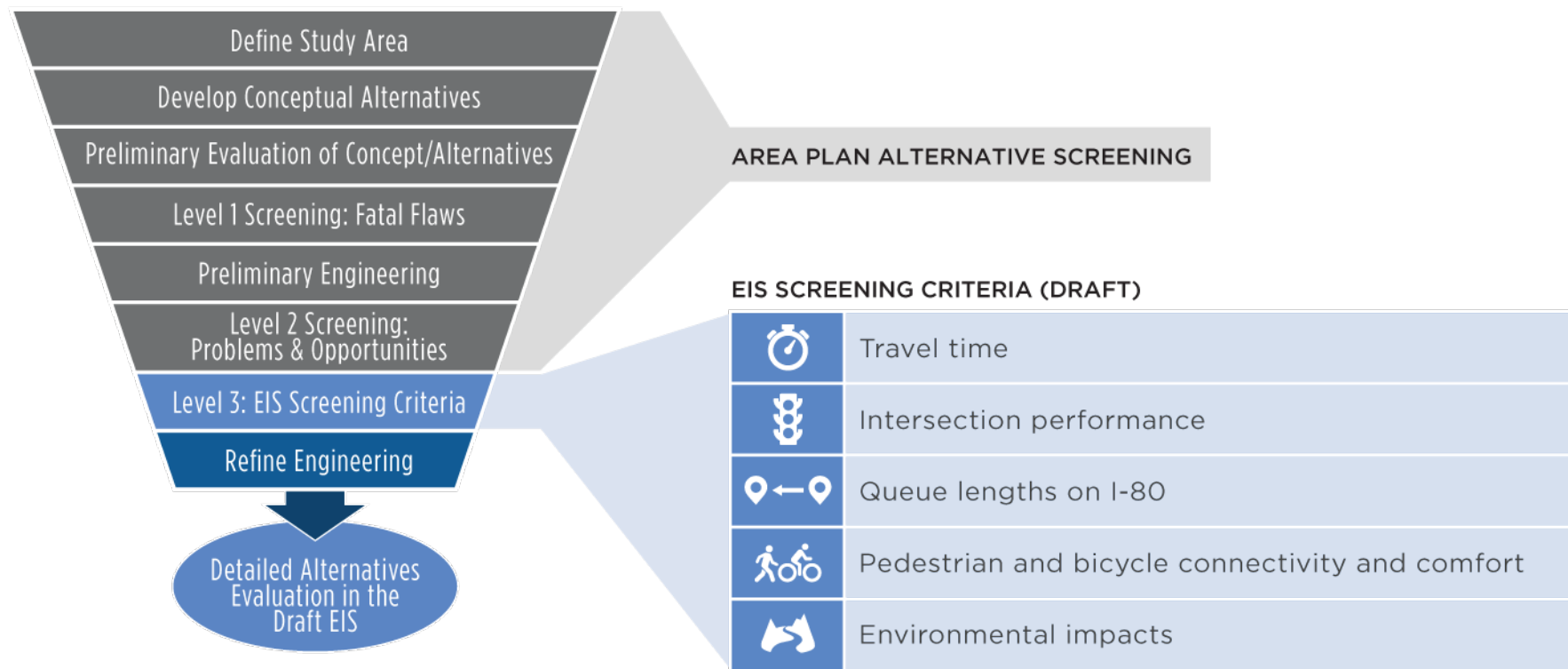


Project Purpose (Draft)

The project purpose is to address transportation-related safety and mobility for all users of the Kimball Junction area by:

- ✓ Improving operations and travel times on SR-224 from the I-80 interchange through Olympic Parkway
- ✓ Improving safety by reducing vehicle queues on I-80 off-ramps
- ✓ Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area
- ✓ Maintaining or improving transit travel times through the evaluation area

Area Plan and EIS Screening Criteria & Process



An aerial photograph of a complex highway interchange, likely a cloverleaf or similar design, with multiple lanes and overpasses. The image is overlaid with a semi-transparent dark blue filter. The text "Public Involvement" is centered in white. In the bottom left corner, there is a small, faint "Google" logo.

Public Involvement

Public Meeting

IN-PERSON OPEN HOUSE

January 10, 2023

OPEN HOUSE
5:30-8:00 p.m.

**ECKER HILL
MIDDLE SCHOOL**
2465 Kilby Road
Park City, UT 84098

VIRTUAL PUBLIC MEETING

January 11, 2023

PRESENTATION
6:00-6:30 p.m.
Q & A
6:30-7:30 p.m.

**THIS MEETING
WILL BE HELD
ON ZOOM**

Public Comment Period

DECEMBER 27, 2022 - JANUARY 27, 2023

COMMENTS CAN BE SUBMITTED THROUGH:



KimballJunctionEIS.udot.utah.gov



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Cottonwood Heights, UT 84121



435-255-3168

Next Steps



ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | |
|---|--|---|---|--|---|
| <ul style="list-style-type: none">• Public engagement | <ul style="list-style-type: none">• Open house• 30-day comment period | <ul style="list-style-type: none">• Public engagement | <ul style="list-style-type: none">• Public engagement | <ul style="list-style-type: none">• Public hearing• 45-day comment period | <ul style="list-style-type: none">• Public engagement |
|---|--|---|---|--|---|

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An aerial photograph of a complex highway interchange, likely a diamond interchange, with multiple lanes and overpasses. The image is heavily tinted with a dark blue color, giving it a monochromatic appearance. The text is overlaid on the central part of the image.

Kimball Junction



**ENVIRONMENTAL
IMPACT STATEMENT**