



PARK CITY CONNECTIVITY

SR -224 WILDLIFE ASSESSMENT

PHASE 1 REPORT

SEPTEMBER 30, 2025

ROCK
DESIGN
ASSOCIATES

EXECUTIVE SUMMARY

The SR-224 corridor in Park City, UT particularly between Mile Marker 7 and 9, has been identified as a high-priority area for wildlife due to frequent wildlife-vehicle collisions (WVC). With Park City traffic projected to increase, especially in anticipation of ongoing development and the 2034 Winter Olympics, there is an urgent need to develop feasible and effective mitigation strategies.

Save People Save Wildlife (SPSW), a registered 501(c)(3) founded in 2015 by concerned residents, emerged in response to the high number of wildlife-vehicle collisions along I-80, the gateway to Park City, UT. At that time, no wildlife crossings existed, and fencing along the corridor was damaged or missing, resulting in frequent wildlife deaths. Concerned that human lives were also at risk, SPSW began advocating for safety measures and fundraising for wildlife mitigation measures to protect both wildlife and motorists.

This framework provides a strategic foundation for pursuing a series of increasingly impactful initiatives, while guiding essential activities such as securing funding, obtaining regulatory approvals, and fostering strong public support for ecologically sensitive mitigation measures. These measures are designed to improve wildlife connectivity and safety, while aligning with community values and transportation objectives. Successful implementation should be informed by site-specific monitoring and targeted data collection, producing refined, species-specific insights that accurately reflect corridor conditions—moving beyond the limitations of prior reports that relied on aggregated collision records, roadkill data, and general traffic counts.

WORKSHOP OBJECTIVES

Bring together regional partners (UDOT, UDWR, SC, PC, HVT and SPSW) for a day of collaborative thinking led by the RDA Design Team, to:

- Summarize previous studies and conditions associated with wildlife-vehicle interactions within the corridor, and region, to inform this current outreach and assessment.
- Evaluate recent, current, and planned initiatives within the region to understand potential impacts on wildlife safety.
- Assess the interface of wildlife and vehicular traffic along the SR-224 corridor.
- Explore design solutions that balance mobility, aesthetics, and ecological needs, including awareness, signage, fencing, underpasses, and overpasses.
- Identify constraints such as land ownership, topography, hydrology, and regulatory barriers that may influence project feasibility.
- Collect site-specific information to support the need for fundraising, public engagement, and agency approval.
- Identify wildlife mitigation methods suitable for implementation within the corridor and summarize potential regulatory, social, or environmental barriers.



A site visit was made on July 10, 2025 to observe conditions along the corridor.

PRELIMINARY FINDINGS & RECOMMENDATIONS

Mitigation measures are presented in order of recommendation (top to bottom), beginning with the least intrusive option. The more minimal intervention should be attempted first. If no measurable improvement is achieved, proceed to the next measure in sequence, moving step by step from minimal to more transformative interventions.

A summary of key findings is listed below:

LEVEL OF INTERVENTION

MINIMAL

DRIVER AWARENESS & EDUCATION (ONGOING)

- (SPSW has successfully implemented several key mitigation methods within the corridor)
- Install enhanced wildlife crossing signage with clear, high-visibility graphics.
- Use seasonal, changeable message boards to alert drivers during peak migration or high-risk periods.

WILDLIFE CAMERA STUDY

- Include cameras deployed at the McLeod Creek culvert and McPolin Farm Trail tunnel entrance and exit to answer whether current structures are being used by wildlife. This will provide information on any species that utilize these spaces to cross SR-224.
- Monitor adjacent habitat and fence lines within the corridor to better understand wildlife movement patterns and their presence along roadsides.

FENCING IMPROVEMENTS & MODIFICATIONS

- Target fencing to key hazard areas instead of continuous corridors to preserve permeability.
- Ensure high visibility for drivers around fence openings where wildlife may attempt to cross or access the roadway.

WILDLIFE DETECTION & WARNING SYSTEMS

- Deploy roadside sensors that detect large animals near the roadway and trigger flashing signs or in-vehicle alerts.
- Coordinate with transit and transportation agencies to integrate alerts for bus and commercial truck drivers.

TARGETED ROADWAY MODIFICATIONS

- Eliminate or renovate medians to reduce planting heights and improve sight lines for drivers, prevent build-up of snow drifts, and provide for optimized wildlife crossing distances.
- Further reduce speed limits in high-risk segments during migration seasons.

DEDICATED WILDLIFE CROSSINGS

- Enhance and/or enlarge existing culverts and tunnels with natural substrate floors and vegetation at entrances to provide crossing opportunities to wildlife.
- Per Utah DWR, SR-224 currently lacks established, large herd, migration routes. But, consideration should be given to assess overcrossings in areas with demonstrated large-species crossing routes.

INTEGRATED CORRIDOR APPROACH

- Combine continuous fencing with strategically placed crossing structures to fully separate wildlife from traffic.
- Incorporate hydrological design into crossing structures to serve both terrestrial and aquatic species.

MODERATE

SIGNIFICANT

TRANSFORMATIVE

Photo Credit: Hallie Rugheimer