

TRANSPORTATION SYSTEM GROUP POLLING QUESTIONS

The following statements have 5 response options: (1) strongly agree, (2) agree, (3) undecided/neutral, (4) disagree, and (5) strongly disagree. Following the polling on these statements you will be asked to briefly summarize any caveats or conditions you would place on your polling choices (up to one minute per person).

OVERALL TRANSPORTATION SYSTEM

1. I support advancing Transportation Concepts A & D to the Executive Board for consideration in the analysis of combined scenarios.

OTHER TRANSPORTATION ISSUES

The following statements are intended to clarify the group's level of support for including or not including selected actions with the Idealized Transportation System. Indicate your level of agreement (1-5) with these statements:

2. Moving skiers and others with chairlifts/ski lifts is not part of the proposed Idealized Transportation System.
3. Opening Guardsman Pass to year round automobile access is not part of the Idealized Transportation System.

QUALITATIVE TRANSPORTATION METRICS

1. I concur with the qualitative scoring of Metric # 2 (see attached scorecard): Provides access to a range of destinations (activity and development centers as well as dispersed recreation)
2. I concur with the qualitative scoring of Metric # 4 (see attached scorecard): Reduce system susceptibility to risks caused by avalanches, rockslides, inclement weather, and incidents
3. I concur with the qualitative scoring of Metric # 5 (see attached scorecard): Flexible capacity to accommodate daily and seasonal fluctuations in demand
4. I concur with the qualitative scoring of Metric # 6 (see attached scorecard): Positive influence on high-accident locations
5. I concur with the qualitative scoring of Metric # 7 (see attached scorecard): Ability to provide evacuation alternatives
6. I concur with the qualitative scoring of Metric # 8 (see attached scorecard): Accommodate and encourage bike and pedestrian use of transportation corridors
7. I concur with the qualitative scoring of Metric # 10 (see attached scorecard): Mitigates the need to expand surface parking in sensitive natural areas
8. I concur with the qualitative scoring of Metric # 11 (see attached scorecard): Avoids negative impacts to priority environmental areas

Transportation

Metric	Existing Conditions	A	B	C	D	Notes
Goal 1: Provide integrated multimodal transportation choices for residents, visitors, and employees.						
1. Increase percent of trips to-and-from mountain destinations accommodated by alternate modes (i.e., non-SOV, mode split)	Work in progress	Work in progress	Work in progress	Work in progress	Work in progress	
2. Provides access to a range of destinations (activity and development centers as well as dispersed recreation)	Work in progress	●	●	●	●	A, B, C, D – Improved transit would increase access to destinations. Improved bus service and rail service provide access equally well.
3. Provides benefit within the regional transportation system (e.g. reduces demand or provides an alternate choice on congested corridors)	Work in progress	Work in progress	Work in progress	Work in progress	Work in progress	
Goal 2: Ensure the transportation experience is reliable and facilitates a positive experience.						
4. Reduce system susceptibility to risks caused by avalanches, rockslides, inclement weather, and incidents	○	◐	●	◑	●	A, C – Bus systems in canyons are impacted by weather and incidents. Assumes avalanche sheds for more frequent avalanche paths. Risk is reduced, but not eliminated. B, C – Rail is not impacted by weather. Avalanche sheds required to protect overhead catenary system is much more extensive than sheds required for roadway/bus, therefore avalanche risk is virtually eliminated. Separate guideway in Little Cottonwood Canyon would not be impacted by traffic incidents. Furthermore, rail is not exposed to traffic incidents since it is protected from traffic flow.
5. Flexible capacity to accommodate daily and seasonal fluctuations in demand	○	◐	●	◑	●	A, C – Can add or remove buses from routes by increasing frequency of service to accommodate peak demand. B, D – Can add or remove light rail vehicles from consists and increase frequency of service to accommodate peak demand. Capacity of rail is higher than bus, so system is more flexible.


 Worse <<< >>> Better

Transportation

Metric	Existing Conditions	A	B	C	D	Notes
<i>Goal 3: Ensure the transportation experience is safe and promotes health.</i>						
6. Positive influence on high-accident locations						A, C – Higher use of transit reduces congestion leading to fewer accidents. B, D – Higher use of transit reduces congestion leading to fewer accidents. Additionally, the separate guideway for the rail eliminates potential for automobile collision from all rail patrons. If the rail were adjacent to the roadway, shoulder and barrier improvements resulting from the rail infrastructure would improve the safety of the motorists.
7. Ability to provide evacuation alternatives						B, D – Rail connection between Wasatch Front and Wasatch Back eliminates the dead-end at the Cottonwood Canyons
8. Accommodate and encourage bike and pedestrian use of transportation corridors						A, C – All concepts include network of pedestrian and bike paths throughout the study area. B, D – All concepts include network of pedestrian and bike paths throughout the study area. Rail connection between Wasatch Front and Wasatch Back facilitates use of bike and ped facilities in the canyons and in the Wasatch Back.
9. Reduce VMT to improve air quality and provide other environmental benefits						
<i>Goal 4: The transportation system supports the natural and intrinsic values of the Central Wasatch.</i>						
10. Mitigates need to expand surface parking in sensitive natural areas						A, C – Improved transit availability would decrease need for parking in sensitive areas. However, the high capacity transit end of line in Park City which may generate parking demand in Park City. B, D – Improved transit availability would decrease need for parking in sensitive areas.
11. Avoids negative impacts to priority environmental areas						A, C – Transit system stays within existing roadway prism within the canyons. Improved transit use would decrease vehicle use, reducing environmental impacts to canyons. B, D – Transit system may require enlarged footprint in canyons. Improved transit use with rail would significantly decrease vehicle use, reducing environmental impacts (emissions, noise, parking impacts, etc.) to canyons.

Worse <<< >>> Better