Meeting Notes
Transportation System Group Meeting #1
March 4, 2014

This meeting covered an introduction to the Mountain Accord, the system group roles, process and schedule, and a presentation and discussion on Existing Conditions.

Presentation Summary

During the first portion of the meeting, attendees were asked to introduce themselves and the organization or interest they represent. This was followed by a presentation that explained the role of the System Groups in the context of the project organizational framework. All attendees were provided a binder with the Mountain Accord Program Charter, Rules and Procedures, and contact information for other System Group members.

Attendees were then asked to say a few words about what they considered to be the biggest issue facing the Wasatch. Individual responses were recorded and displayed on a projector in real-time. The responses have been distilled into topical areas and are summarized below. Note - number in parentheses indicates number of times that theme was reiterated.

What is your biggest concern in the Wasatch Mountains?

Transportation
- (2) Improve cyclists (and driver) experience. Experience "getting there" is deteriorating.
- (2) Provide multimodal transportation to achieve mode shift away from low occupancy cars.
- (2) Need for concurrent land use transportation planning.
- (2) Address inefficiency of existing systems (e.g. negative impacts associated with cars/traffic)
- (2) Canyon road capacity constrained; congestion/delay issues.
- Limited transportation opportunities on the East Side [Salt Lake Valley]. Opportunity to improve transportation on East Side.
- Carrying capacity. How many cars & people can reasonably "fit" simultaneously? Noted Zion NP shuttle example. Economic incentives/disincentives important
- Qualitative aspects – there are important intangibles that can't be measured.

Access / Safety / Growth
- (8) Safety in general, with some emphasizing active transportation modes (e.g. cyclists)
- (6) Managing negative effects associated with population growth
- (4) Accommodates everyone – (e.g. families, students, hikers, campers, all types of users)
- (4) Maintain accessibility (including affordability)
- (4) Sustainability. References to sustainability also included financial and operations/management.
- (3) Preserve communities and respect private property rights when considering land use and transportation projects.
- Residents within canyons want to be a "connected community." No "dead end" canyons for public safety reasons (e.g. evacuation).
- Avalanche hazards particularly high in LCC
- Build on previously plans and implement solutions.
- Gravel pit redevelopment – opportunity to focus growth purposefully.
- Vet plans with operational personal. Inclusion of appropriate agencies and staff. Plans need dedicated resources to be executed. Bridge disconnect between plans and implementation.

Natural Systems Preservation
- (4) Preserve quality visitor experience and recreation opportunities.
- (3) Preservation of quality natural character, view shed
- (2) Balance economy and rich environmental conditions
- (3) Watershed needs to be priority protected resource.

- (2) Preservation of air quality.

Survey & Discussion:

The presentation then turned to focus on transportation conditions; specially, roads, transit, parking, and general travel patterns. Please refer to the presentation slides attached to this document. The ensuing discussion generated several notable observations, including:

- Flat traffic growth on SR-224 could be constrained by capacity. The growth in traffic on SR-248 might be caused by travelers diverting from SR-224.
- Although ADT in the Cottonwood Canyons has been flat, there has been significant growth in dispersed recreation. Backcountry skiing and rock-climbing trailheads frequently exhibit parking congestion.
- Group can expect brief primer on the travel demand forecasting process at the next meeting.

New Information Discussion and Requests:

After the formal presentation, attendees were to respond by stating what additional information would help make decisions. Again, individual responses were recorded and displayed on a projector in real-time. The responses have been distilled into topical areas and are summarized below:

What is missing or what would help make decisions?

Performance Metrics/ Modeling Data
- Metrics: person trips, prioritized ranking
- Land Use – consider conservation easements
- ADTs and peak hour data
- Travel Markets: workers and recreational trips could have different needs
- Accident information, cycling traffic, Guardsman Pass data
- Origin destination information
- Time of day travel flows important
- Interest to see travel model inputs/outputs/assumptions
- New signal detectors able to provide additional traffic data. Understand peak conditions and how that influences design parameters.
- Bike count data
- "traditional performance measures" – seem to be overly focused on auto mode. Consider alternative metrics with more relevant nuances.
- System level metrics that address efficiency and productivity (borrowing from business management perspective)
- Dispersed and concentrated recreation travel markets – important for travel demand modeling
- Recreation and tourism isn't only travel market
- Capacity of resort areas and potential to drive travel.
- Sustainability metrics that balance lifecycle
- Changing recreational trends that influence travel demand – coordinate with Rec. Group
- Information about growth plans for resorts and land use – "if you build it they will come…"

Other Studies
- Salt Lake City – Transportation Master Plan, Foothill Drive Study, plans relevant to SL County (comprehensive list)
- Winter Closure Study – what is the impact of year-round transportation connection?
- Emergency management plans – transportation components.
- Noted Emigration Canyon & Parley's Canyon trails plans.

Management
- Management agencies – could be ways to make existing operations more effective with incremental improvements
- Better understanding of O&M costs

Decisions

No decisions were made during this meeting.

Action Items

No.	Action Item	Responsible	Note
1	Next meeting April 2, 9-11 AM. Existing conditions report available three days in advance.		
2	Project schedule will be distributed to Group		