

## Transportation Vision Statement:

The Central Wasatch is a popular destination for residents and visitors alike and outdoor refuges are increasingly more valuable to the growing population and urban area. We meet the growing demand for access to and within the Central Wasatch Mountains through a dynamic and sustainable mountain transportation system that provides year-round transportation choices, improves safety and efficiency and is compatible with the unique environmental characteristics of the Central Wasatch.

## Transportation Goals, Metrics, and Targets

	<b>Existing Condition</b>	<b>Future Trendlines (2040)</b>	<b>Target for Future</b>
<b>An Ideal Central Wasatch Transportation System Would:</b>			
<b>Goal 1: Provide competitive non-automobile transportation choices for resident and non-resident visitors</b>			
Percent of trips to-and-from mountain destinations accommodated by alternate modes.	x%	y%	z%
Hotel pillows within ¼ mile of public transit stops servicing key destinations	X	Y	Z
Average trip time (minutes)	Car: x minutes Bus: y minutes	Car: x2 minutes Bus: y2 minutes	Car: x3 Bus: y3 Rail: n Tram: p Other
<b>Goal 2: Ensure the transportation experience is reliable and facilitates a positive experience</b>			
Number of annual days the system is susceptible to significant seasonal or weather-related delays.	X	Y	Z
Is the transportation choice interesting and fun (1-5 Scale)	Car: x	Car: x	Car: x

	Bus: y	Bus: y	Bus: y Rail: z Tram: n
<b>Goal 3: Reduce as many safety hazards as possible</b>			
Number of days the system is susceptible to travel danger caused by natural hazards such as avalanches and rock slides.	X	Y	z
Number of current “high-accident locations” conditions.	X	Y	Z
<b>Goal 4: Minimize impacts to the natural and intrinsic values of the Central Wasatch</b>			
Transportation choice complements the natural environment and natural experience (1-5 Scale)	X	Y	Z
Tons of vehicle emissions reduced	Bus: xM tons	Bus: yM tons	Bus: zM tons Tram: nM tons Rail: pM tons
<b>Goal 5: Parking experience is more consistent at high-use destinations</b>			
Percent of parking utilization in Big and Little Cottonwood Canyons on peak days	x%	y%	z%
Predictability of parking as part of a trip (scale 1-5)	X	Y	z

*\* All of these targets will need to be decided by the System Group in the coming two months. So what we have here are “for instance” placeholders.*

### Why this Vision and Goals?

The draft vision and goals outlined are derived from the extensive outreach efforts of previous studies, such as the Wasatch Choice for 2040, the Mountain Transportation Study, and others, such as the SR-224 Corridor Study in Park City. In addition, the goals considered the input from the System Group process, currently underway. The goals, with their associated metrics, are measurable and will stay relevant as the Accord process transitions to the NEPA process in the future.