



Central Wasatch Commission Mountain Transportation System Plan Development

Goal:

Further refine and develop the transportation principles and initiatives of the Mountain Accord to arrive at a proposed comprehensive Mountain Transportation System for the Central Wasatch Mountains. Use a consensus-driven process for a year-round mountain transportation system. Outline potential funding sources.

Mountain Accord represented a unique agreement: all federal, state, and local jurisdiction and private entities participated and agreed to an approach that would reflect a common approach to resolve decades of conflict in the Central Wasatch Mountains. The Accord was also signed by all four Cottonwood Canyon ski resorts (Alta Ski Area, Snowbird, Brighton Resort, and Solitude Mountain Resort), conservation groups, private citizens, and other entities and persons involved in the Central Wasatch Mountains.

The Accord identified four central goals:

1. Protect the environment and natural resources of the Central Wasatch Mountain Range,
2. Ensure high quality recreational experiences,
3. Enhance regional transportation, and
4. Strengthen the regional economy.

The following Mountain Transportation System process will be carried out over the next 9-12 months.

Scope:

The area in which this planning process considers is within the Central Wasatch Mountains and connections to the current regional transportation system. Mountain Accord states:

“The Blueprint proposes to **connect residents and visitors to mountain destinations and connect communities and people to jobs** via efficient and sustainable transit choices. The solutions would manage the impacts of a rapidly growing population in ways that will reduce reliance on automobiles and decrease impacts on the environment. The proposed transit

network would not only provide a more sustainable way to travel, it would also provide a powerful tool for the region to shape growth, reduce sprawl, and promote transit-oriented development that supports economic growth, quality of life, and environmental protection.”

Guidance from the Mountain Accord (Section 3.9-3.13) include:

- Support maintaining Guardsman Pass Road in its current management in winter (closed)
- Focus future development in urban areas near transit corridors
- Limit additional mountain development in the Cottonwood Canyons to clustered nodes
- Alternatives that connect to the existing regional public transportation system, incentivize public transit use, and dis-incentivize single-occupancy vehicle access

The CWC’s Mountain Transportation System initiative will work in a parallel and collaborative effort with the Utah Department of Transportation (UDOT) Little Cottonwood Canyon Environment Impact Statement (LCC EIS) process. The scope of UDOT’s LCC EIS is limited to Wasatch Boulevard (between Big Cottonwood Canyon and Little Cottonwood Canyon) and State Road 210, or Little Cottonwood Canyon Road. The CWC Mountain Transportation System Initiative seeks to achieve consensus for a locally preferred alternative that includes the Salt Lake Valley, Big and Little Cottonwood Canyons, Parleys Canyon, and connections to the Wasatch Back.

Project Deliverables:

Develop a preferred local alternative by the CWC for implementation of a comprehensive mountain transportation system for the Central Wasatch Mountains and adjacent valleys. The following list are recommendations from the Blueprint of the Mountain Accord for further development and refinement:

- High-capacity transit in the Little Cottonwood Canyon/Big Cottonwood Canyon/Park City corridor.
- Transit incentives and automobile disincentives including parking/pricing strategies.
- Year-round local bus service in Big and Little Cottonwood Canyons.
- Fast transit service from the airport to the Park City area via I-80.
- Improved transit service on US 40 and I-80 between Quinn’s Junction and Kimball Junction.
- Improved transit connections in Summit County.
- High capacity transit connections in the eastern Salt Lake Valley.
- Safety and access improvements for bicyclists and pedestrians.

Constraints:

- Expected final recommendations by December 2020
- Limited budget

Timeline:

- The scope, attributes, and goals portion of the process will be open for public comment from Thursday, February 6th to Sunday, March 1st.
- Mode alternatives and management options identification and analysis will occur between February and June. A 30-day comment period on mode alternatives and management options will open between June and July. Additional outreach and engagement will occur during this phase of the process.
- Proposal development and refinement to happen between July-September.
- An initial recommendation from the CWC's Transportation Committee is anticipated to happen in late September 2020. Following the release of the recommendation, a 30-day public comment period will open.
- CWC consideration and action on proposal is anticipated to happen between November-December 2020.