

Summary of analysis from Design your Mountain Transportation System tool

The Design your Mountain Transportation System tool is an online, interactive “game” that gives respondents a budget to invest in different modes of transportation and demand management strategies that would reduce congestion, limit impacts on the watershed, and improve emergency egress and ingress in the Central Wasatch Commission project area. The purpose of this interactive tool was to gather information regarding the public’s preference for transportation solutions in the Central Wasatch Mountains. The tool was open to the public to use from September 18th until October 18th, 2020. 832 people used the tool.

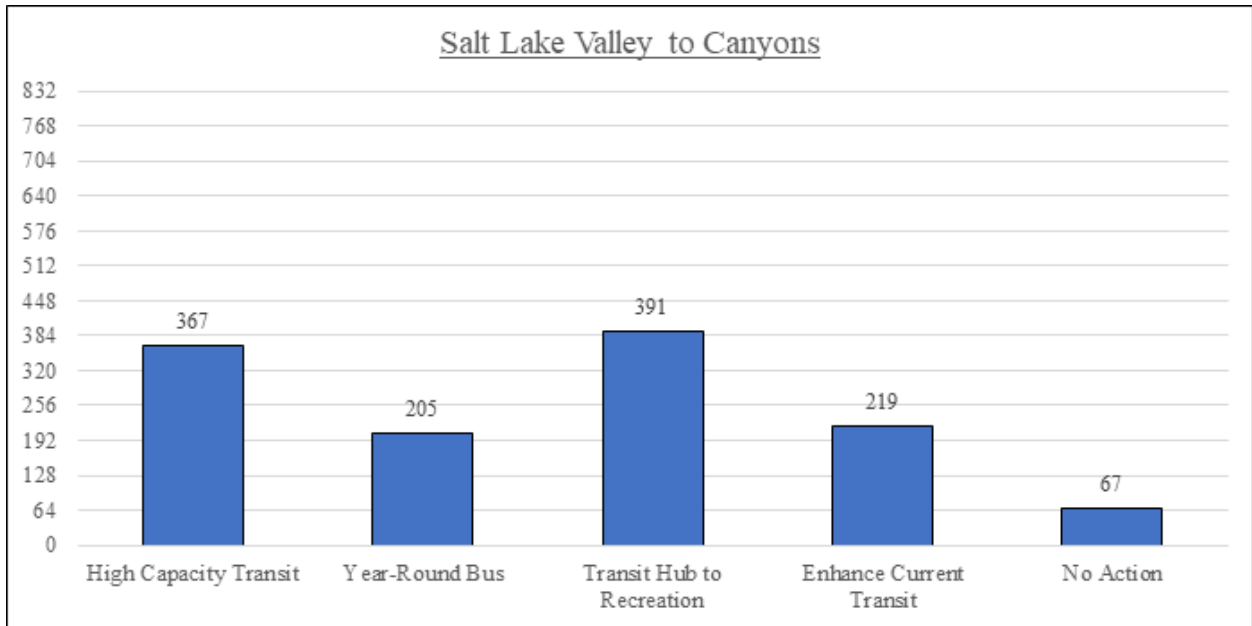
The tool was segmented into several different categories or corridors. These included Salt Lake Valley connections to mountain destinations, transit options between Salt Lake City and Park City, Mill Creek Canyon mobility improvements, Big Cottonwood Canyon, Little Cottonwood Canyon, Cottonwood Canyon Connections, and Big Cottonwood Canyon to Park City connection.

At peak investment, 482 people chose a single transit option, equating to 58% of total respondents. At minimum investment, 9 people chose a single transit option, equating to 1% of total respondents. Average investment in transit options across the board was 33% of total respondents, and median investment in transit options was 38% of total respondents. Any investment in transit options above the average and median percentages indicate a relatively high user investment.

The following graphs show the results from each of the segments from the Design your Mountain Transportation System tool.

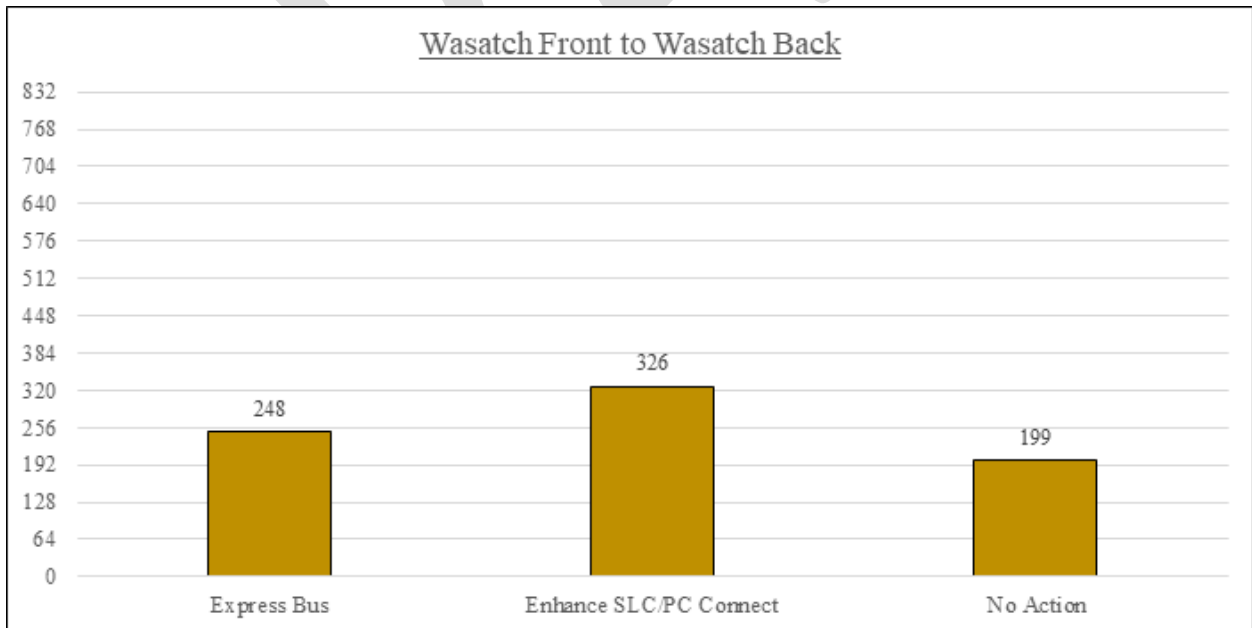
Salt Lake Valley Connections

respondents were asked if they wanted to make any investments in how canyons respondents would use transit in order to travel from their home location to their final recreation destination. The most highly invested option (47%) was transportation hubs that would serve as a base transit area where respondents could transfer to a transit option that would bring riders to the canyons. High capacity transit options along 9400 South, either light rail or bus rapid transit, also saw a relatively high amount of investment with 44% of respondents investing in this option.



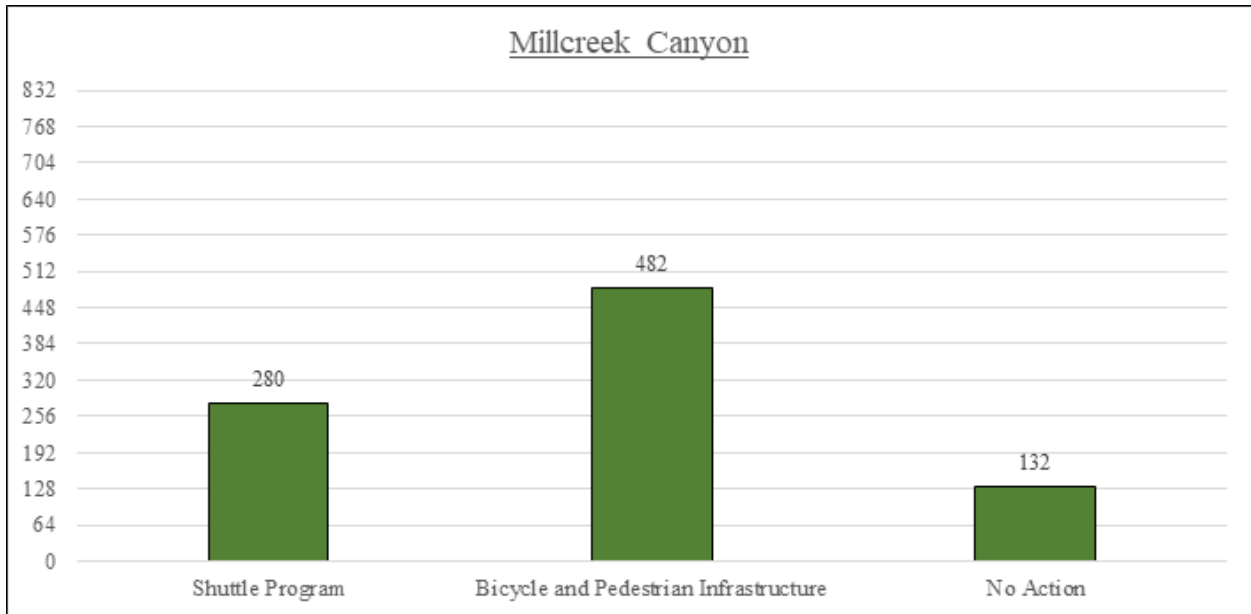
Wasatch Front to Wasatch Back via I-80

respondents were given three investment options, express bus from SLC International Airport to Park City, improved frequency/service of a SLC-PC Connect service, and a no-action option. The most highly invested option was to improve a SLC-PC Connect bus service (39% of all respondents).



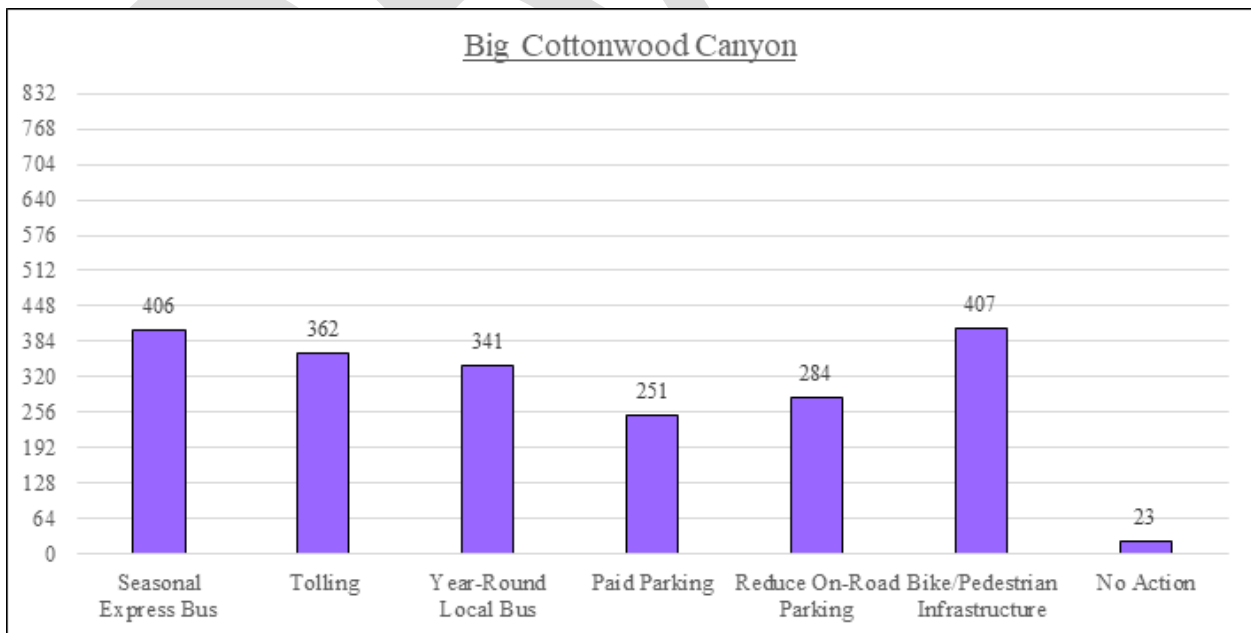
Mill Creek Canyon

Three options were given to respondents: implement a shuttle program, improve bicycling and pedestrian infrastructure, and a no-action option.



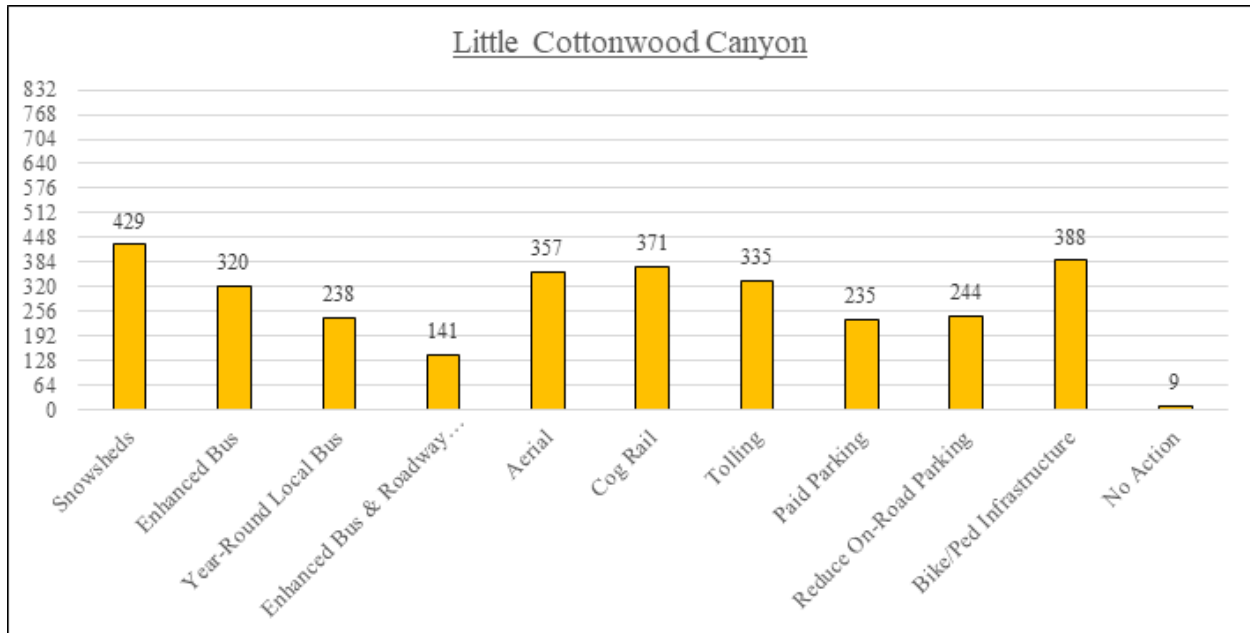
Big Cottonwood Canyon

respondents had the option to invest in six options and one no-action option. The top support for investments include seasonal express bus to resorts (49% of all respondents), improve bicycling and pedestrian infrastructure (49% of all respondents), variable tolling (44% of all respondents), a year-round local bus (41% of all respondents).



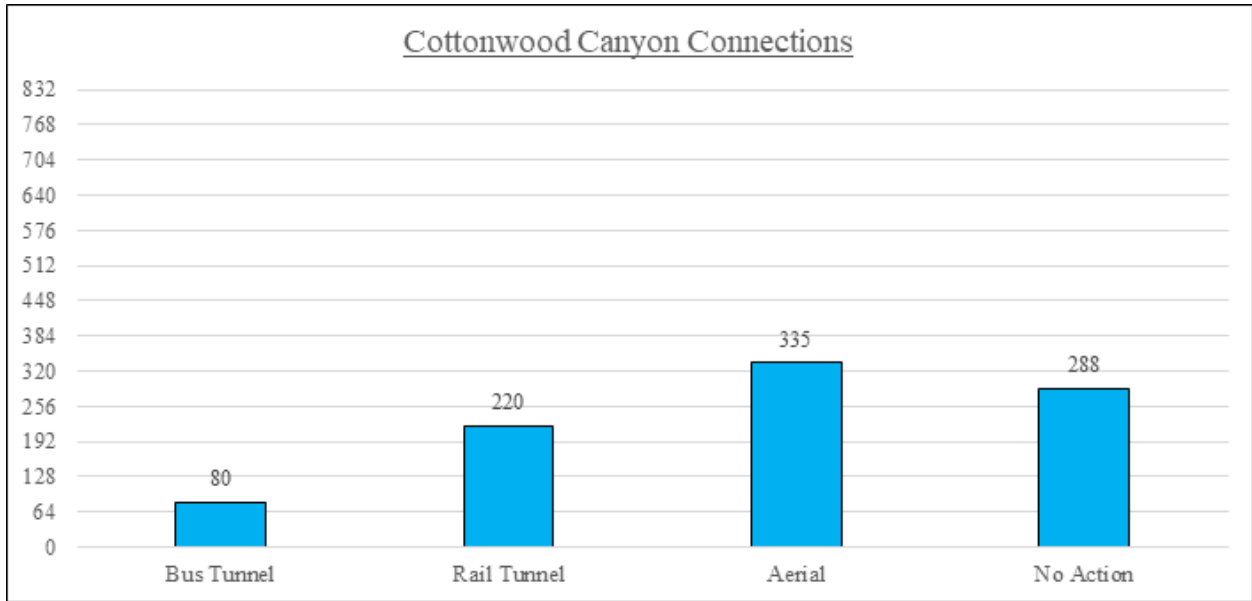
Little Cottonwood Canyon

respondents had the option to invest in ten options and one no-action option. The top investments include snowsheds (52%of all respondents), improve bicycling and pedestrian infrastructure (47%), rail (45%of all respondents), aerial (43% of all respondents), variable tolling (40%of all respondents), enhanced seasonal express bus to resorts (38% of all respondents)



Cottonwood Canyons Connections

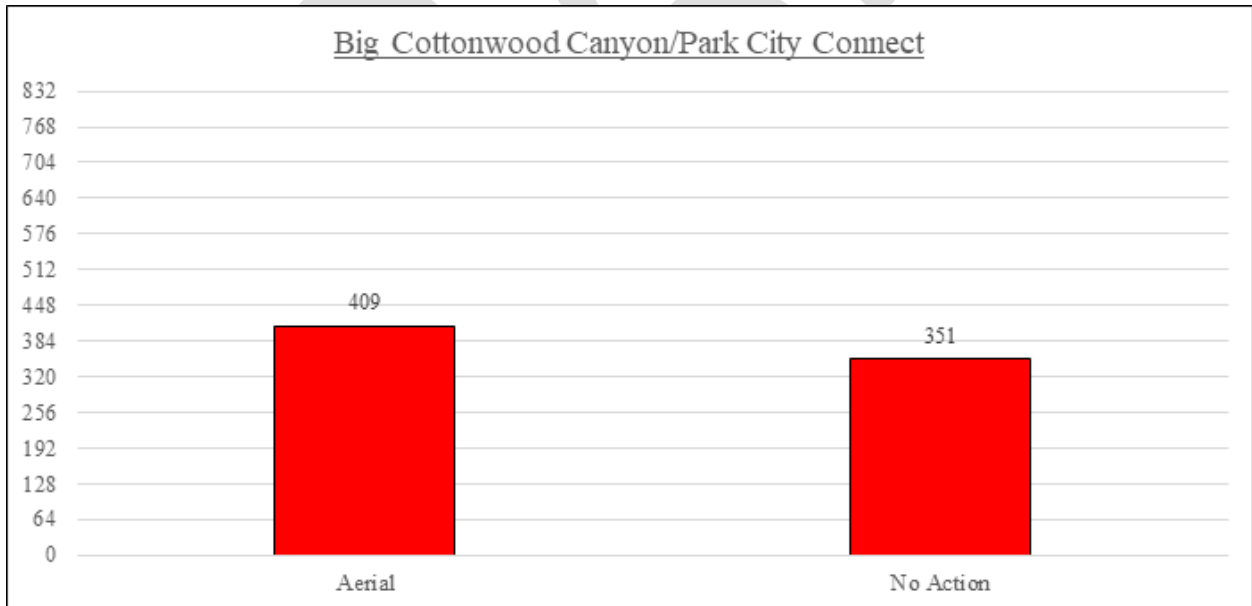
respondents had the option to invest in three options and one no-action option. The list of investments include aerial (invested in by 40% of all respondents), the no-action option (invested in by 35% of all respondents), a rail tunnel (invested in by 26% of all respondents), and a bus tunnel (invested in by 10% of all respondents).



Big Cottonwood Canyon (Brighton) to Park City

Two options were presented to respondents. Results are as follows:

- Base-to-base gondola connection (Invested in by 409 people, or 49% of all respondents)
- No action (Invested in by 351 people, or 42% of all respondents)



Key Takeaways

- Improving bicycling and pedestrian infrastructure in the tri-canyons is the top investment
- Tolling is a highly invested option in both Big and Little Cottonwood Canyon
- Roadway widening was not a popular investment

- Desire for both a high-capacity transit option along 9400 South and for regional transit hubs to serve as transfer points to recreation nodes
- Improve frequency and service on a SLC-PC Connect
- Seasonal express buses to Big Cottonwood Canyon resorts
- Year-round local buses were a more popular investment in Big Cottonwood Canyon than in Little Cottonwood Canyon
- Aerial was the most popular investment for both Cottonwood Canyon Connections (2nd most popular was no-action) and the Brighton to Park City connection
- There was a preference for either a high-capacity option (aerial and rail) over an enhanced bus option in Little Cottonwood Canyon
- The no-action option was the least invested option for both Big Cottonwood Canyon (3% of all respondents) and Little Cottonwood Canyon (1% of all respondents)

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