

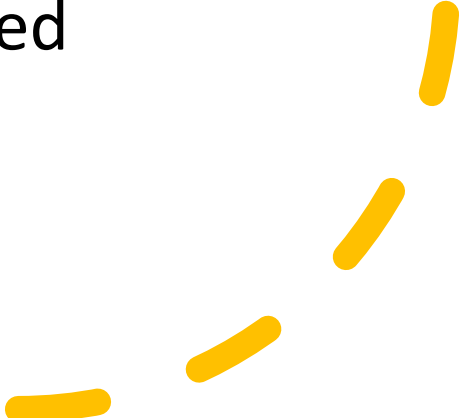
Draft Alternatives Public  
Comment, Design Your  
Transit Tool, and  
Stakeholders Council  
Summary and Key Findings

CWC Transportation Committee  
October, 30<sup>th</sup> 2020





# Public Comment

- 30-day public comment period Sept. 18<sup>th</sup> – Oct. 18<sup>th</sup>
  - 218 individuals, groups, businesses, and local governments provided submissions
  - Of those 218 submissions, 1354 comments/topics were categorized
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# Key Findings from Public Comment

- Most commented on mode was in support of bus options
- More people commented opposing an aerial gondola option for Little Cottonwood Canyon than those who supported it
- There were more comments opposing a rail option for Little Cottonwood Canyon than those who supported it.
- Most comments opposed any connections between the Cottonwood canyons and to Park City
- Two main groups of comments; those in support/oppose of particular modes and demand management strategies and group of comments that raise questions/deeper level of analysis

# Key Findings from Public Comment

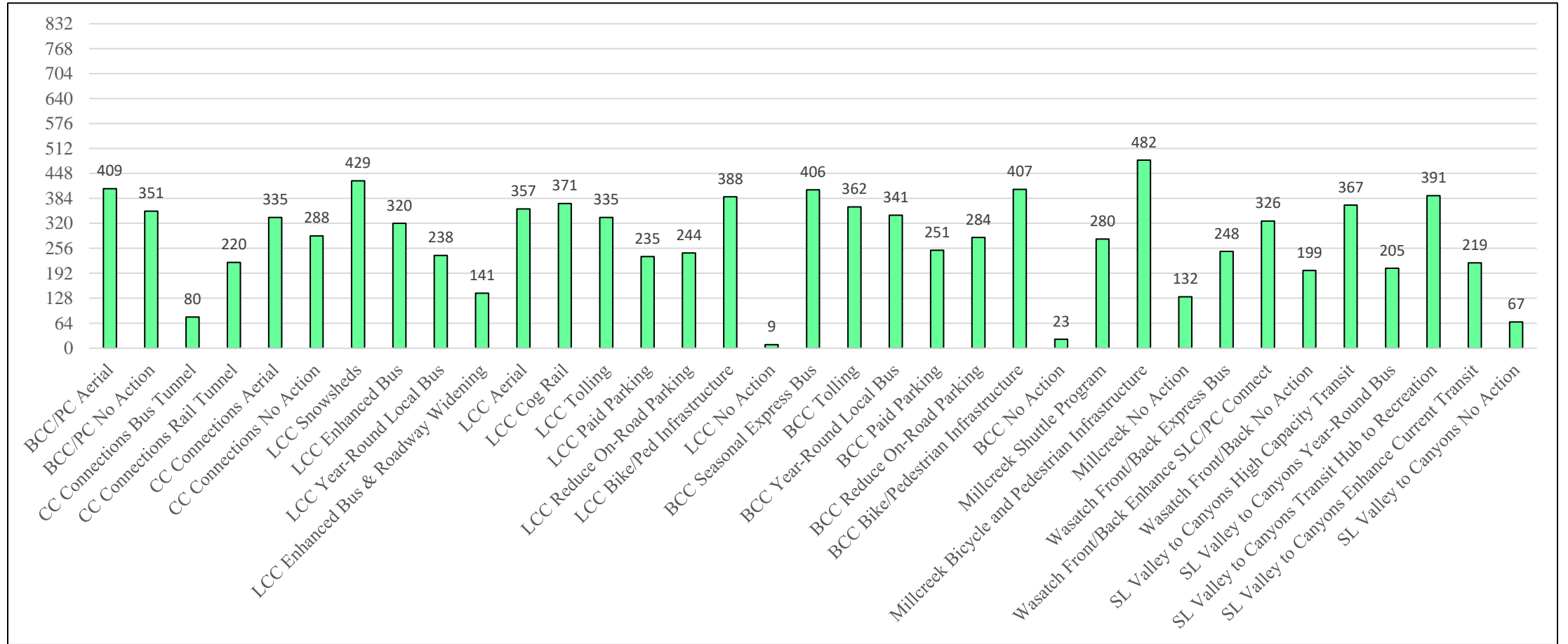
- Variable tolling was commented on favorably, but many questions were raised regarding implementation and use of potential revenue.
- There was broad support for a seasonal express bus in Big Cottonwood Canyon.
- Opposition to any road widening
- Opposition to any connections between the Cottonwood Canyons and connections to Park City

# Design Your Transit Tool

- 832 people participated in the Design Your Transit Tool
- At peak investment, 482 people chose a single transit option, equating to 58% of total users
- At minimum investment, 9 people chose a single transit option, equating to 1% of total users.
- Average among all investment options was 33% and the median was 38%
- Anything above those numbers indicate a relative high user investment.



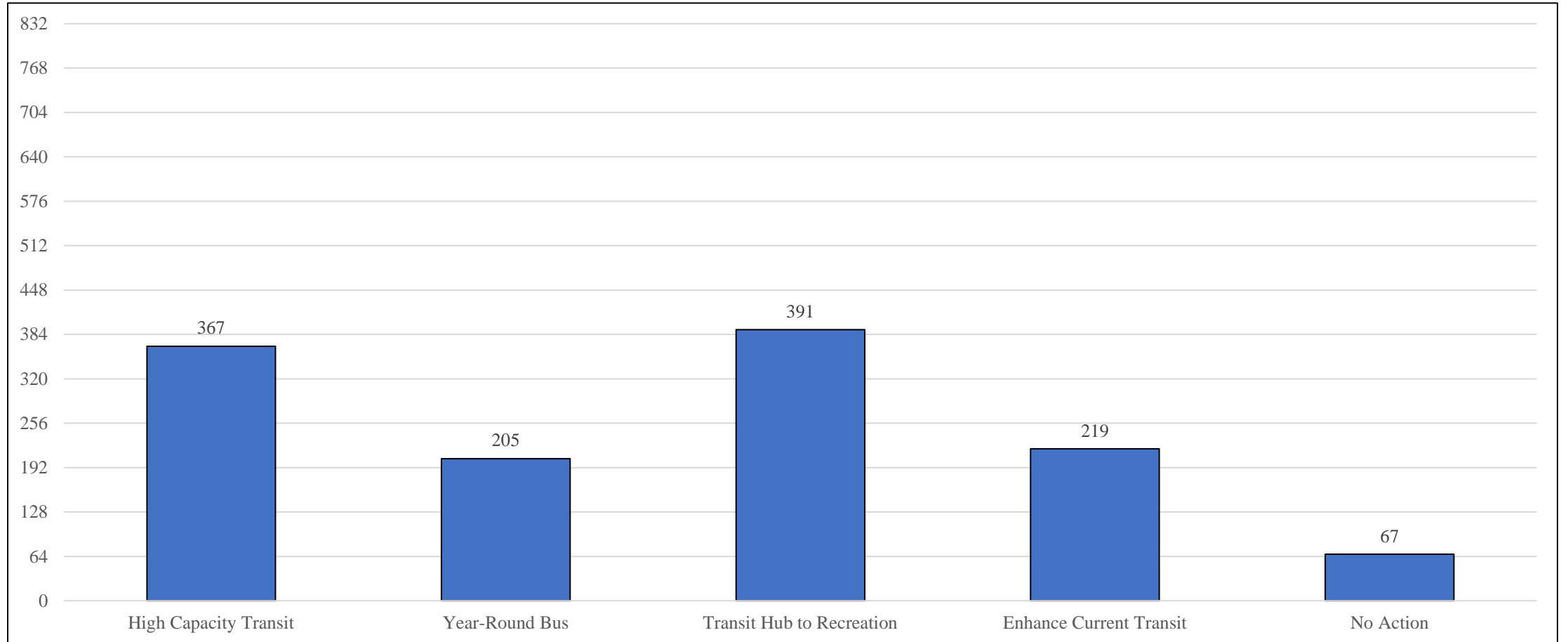
# Design Your Transit Responses



# Key Findings from Design Your Transit Tool

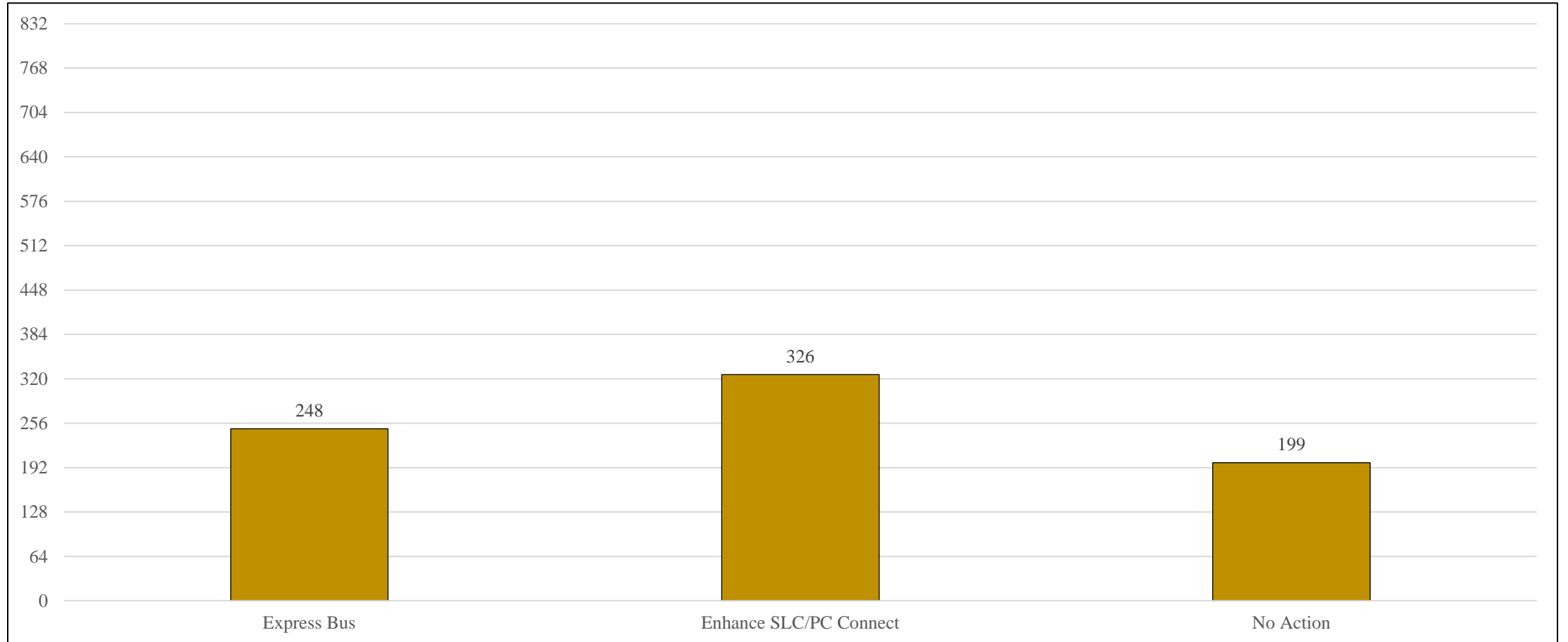
- Improving bicycling and pedestrian infrastructure in the tri-canyons is the top investment
- Tolling is a highly invested option in both Big and Little Cottonwood Canyon
- Roadway widening was not a popular investment
- Desire for both high-capacity transit option along 9400 South and for regional transit hubs to serve as transfer points to recreation nodes
- Improve frequency and service on 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 was no action) and Brighton to Park City connection
- Preference for either high-capacity option (aerial and rail) over enhance bus option in Little Cottonwood Canyon
- The no action option was the least invested option for both Big Cottonwood Canyon (3%) and Little Cottonwood Canyon (1%)

# Salt Lake Valley Connections

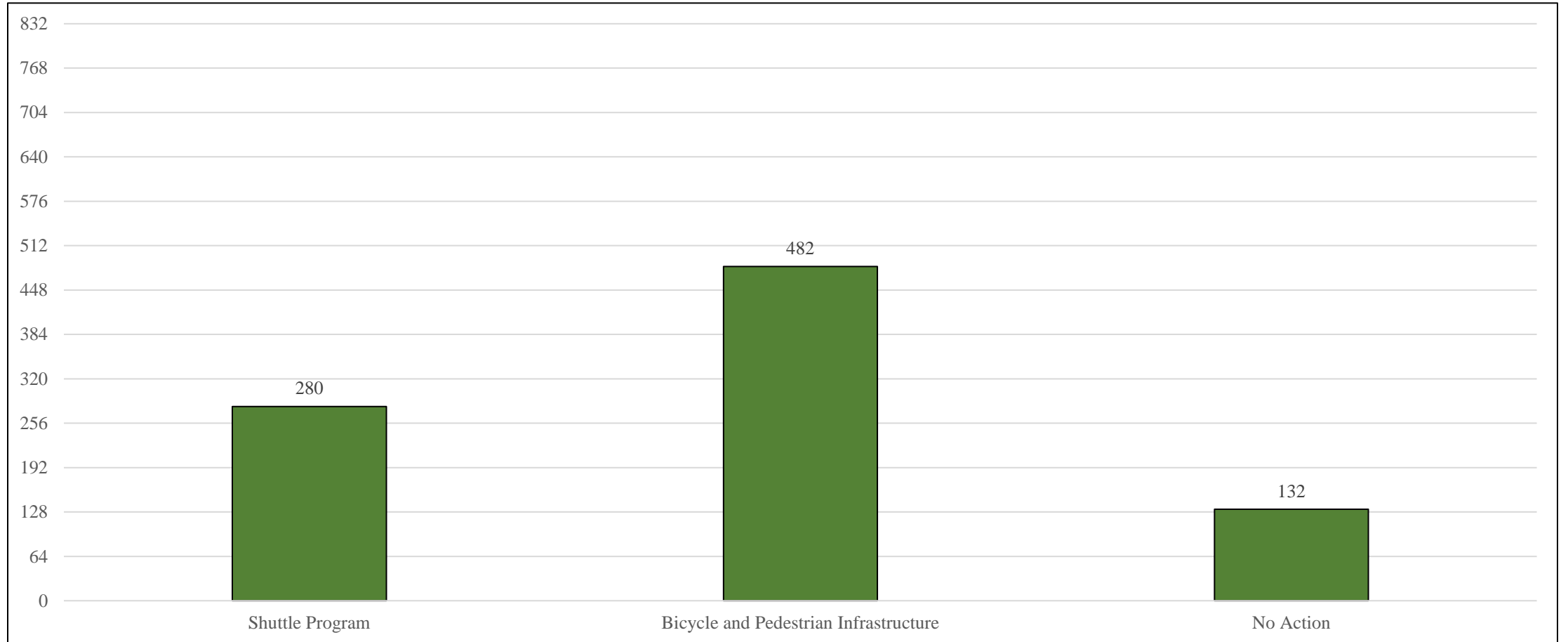




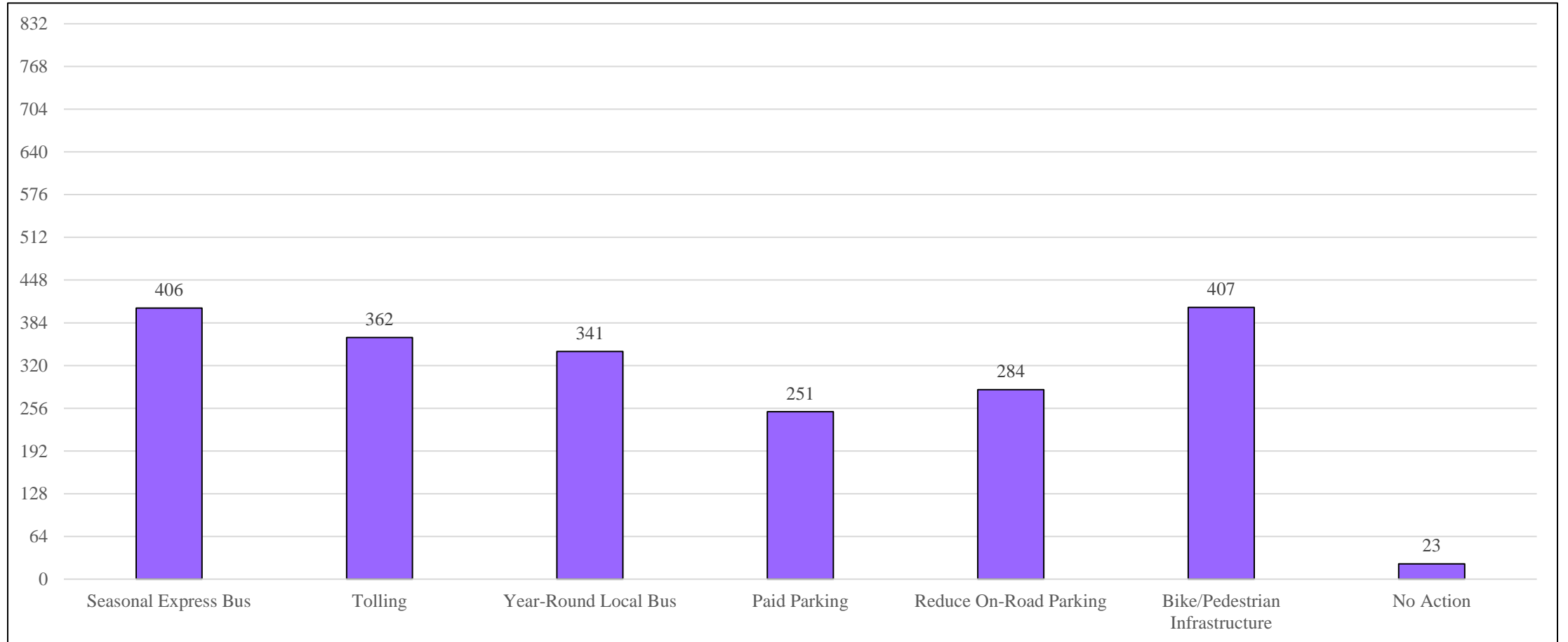
# Wasatch Front-Wasatch Back I-80



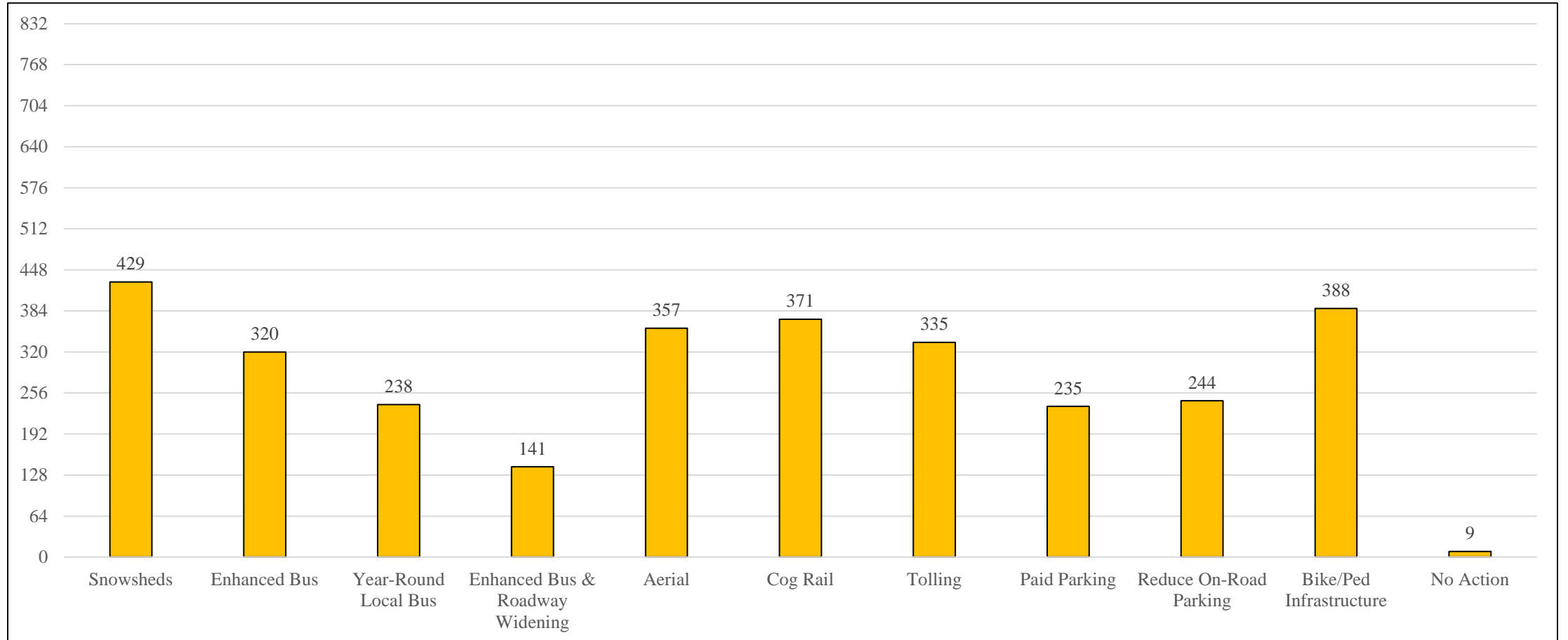
# Millcreek Canyon



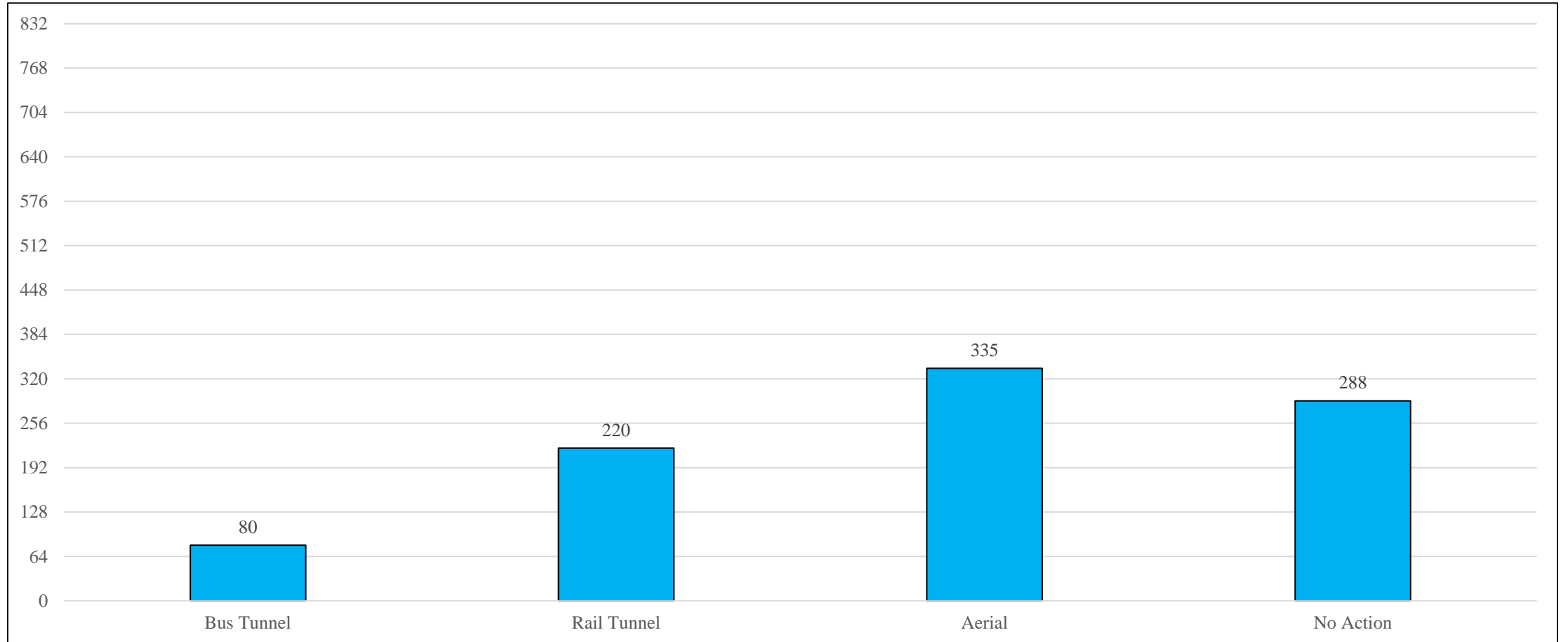
# Big Cottonwood Canyon



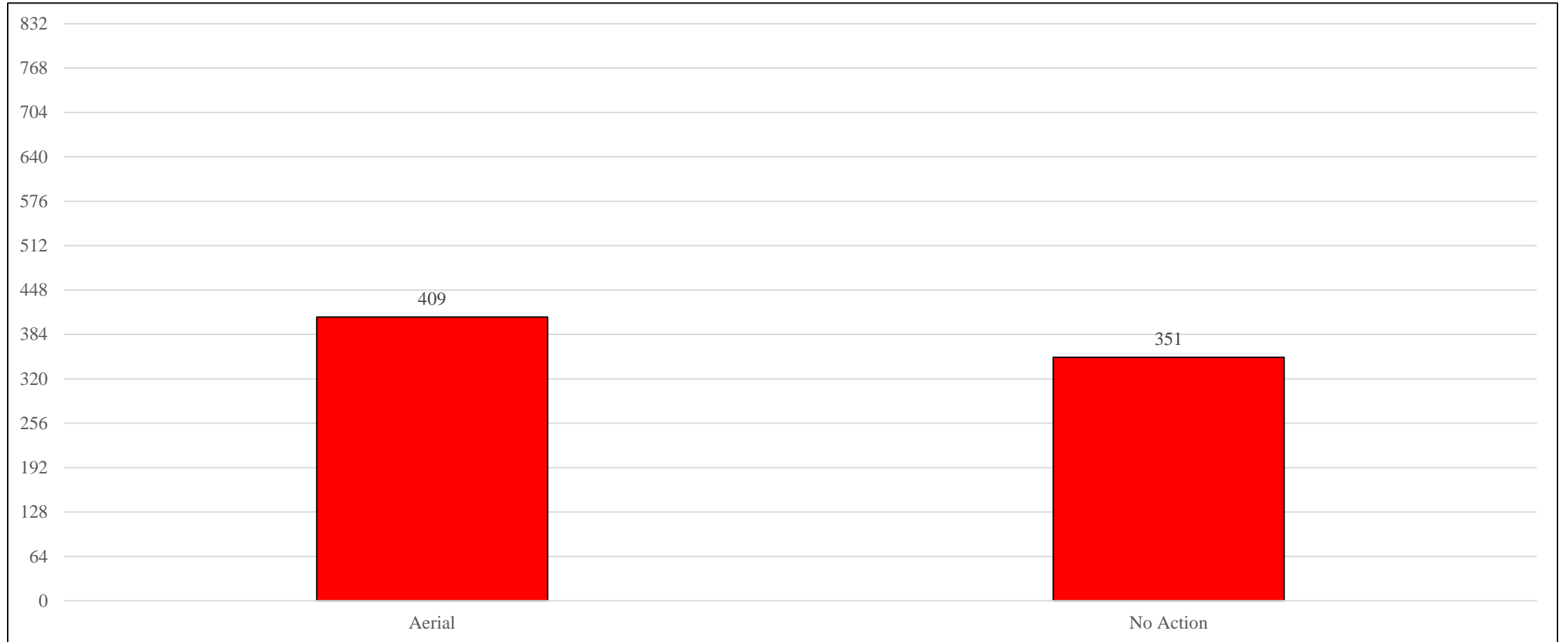
# Little Cottonwood Canyon




# Cottonwood Canyon Connections



# Big Cottonwood Canyon-Park City



# Key Points from 10/21 Stakeholders Council Meeting

- Importance of a regional transit system that connects to the MTS
  - Struggle to select mode while grappling with associated impacts
  - Land management and transportation tied together
    - Vision for the Central Wasatch
  - Concerns about unchecked and growing visitation
    - Money, development, financial profit
  - Summer bus service may limit access to dispersed recreation
  - Consideration for a combination of modes
  - Concerns of buses being stuck in the same road conditions
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# Next Steps

- How would Commissioners like to use the data collected?
- How can it be incorporated into the discussion at the Summit?
- Is there additional data that can be pulled from public comment and Design Your Transit Tool?
- What additional information would commissioners (and those in attendance) like?