



**CENTRAL  
WASATCH  
COMMISSION**

# **MOUNTAIN TRANSPORTATION SYSTEM PUBLIC COMMENT PERIOD OVERVIEW**

Comment period: February 7<sup>th</sup> through March 1<sup>st</sup> 2020  
Report created: 27 March 2020



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**Central Wasatch Commission Mountain Transportation  
System Initiative Public Comment Report on Scope, Attributes,  
and Objectives Executive Summary**

*Comment period: February 7th -- March 1st, 2020*

*1223 comments received from 366 individuals*

*Authors: Ralph Becker, Quinn Graves,*

*Kaye Mickelson, Lindsey Nielsen, Blake Perez*

Achieving transportation solutions for the Central Wasatch Mountains was a major goal of the Mountain Accord. Multiple studies were conducted before, under Mountain Accord, and subsequently that analyzed local and regional transportation issues. Building on the work by Mountain Accord, UTA, Wasatch Front Regional Council, and UDOT, the Central Wasatch Commission (CWC) is coordinating among jurisdictions and engaging the public to seek consensus for a proposed mountain transportation system in the Central Wasatch Mountains region. The Central Wasatch Commission is also coordinating closely with and working in a complementary way with UDOT on an Environmental Impact Statement for Little Cottonwood Canyon, scheduled for completion in mid-2022.

The CWC initiated a year-long process in early 2020 to further refine and develop the transportation principles in the Mountain Accord. Over the course of 2020, the Central Wasatch Commission aims to arrive at a proposed comprehensive year-round transportation system that includes the Salt Lake Valley, Big and Little Cottonwood Canyons, Parleys Canyon, and connections to the Wasatch Back. Stakeholders and the public are invited to engage at every juncture during this process. From February 7<sup>th</sup> – March 1<sup>st</sup>, 2020, 1,223 comments were received from 366 individuals on the scope, goals, and attributes of a Mountain Transportation System from. Those comments were further categorized into approximately 100 sub-topics.

Central Wasatch Commission staff recommend a Mountain Transportation System that serves the Central Wasatch Mountains, including the Wasatch Front, which includes Millcreek Canyon, and the Wasatch Back. CWC staff recommend analyzing and considering a system that connects the Cottonwood Canyons, and recommends further investigation into connections between the Cottonwood Canyons and Park City, Summit, and Wasatch Counties.

The recommended mountain transportation system should be, at its core, effective economically, effective and efficient in moving people to desired destinations any time of the year. The system should be affordable, accessible, and safe for its users, while minimizing negative environmental impacts on the



watershed, ridgelines, air quality, visual quality, while enhancing the experience of visiting the Central Wasatch Mountains.

If the recommended mountain transportation system were to be implemented, it would accommodate current and increasing recreation demand through prioritizing effective and efficient transit that serves all recreation nodes and uses. It is recommended that the mountain transportation system provide emergency egress in the Cottonwood Canyons and ensure access for private property owners. Intended outcomes of the recommended mountain transportation system include reducing traffic congestion and limiting parking in the canyons, concentrating development around transit nodes, improving skier amenities, and improving communications to the public about roadway conditions and parking availability through various technologies.

Other recommendations from staff include prioritizing both short-, and long-term transportation solutions, considering visitor management strategies, and evaluating a mix of private and public funding mechanisms for the Mountain Transportation System.

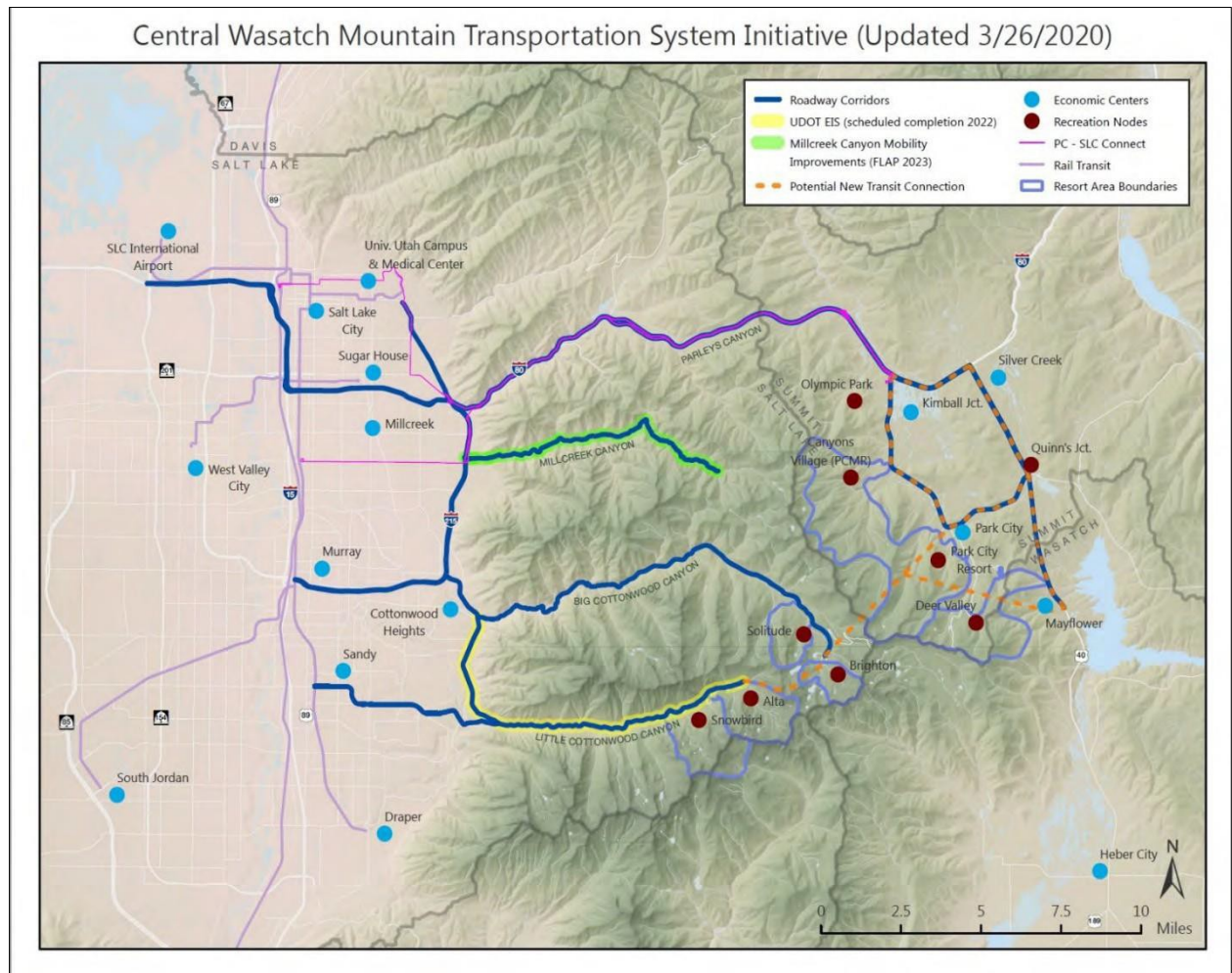
The CWC Board will set the parameters for consideration of alternative modes and management approaches for a successful Mountain Transportation System. Further steps in the process will include an evaluation of transportation modes and management, alternatives for transportation solutions, a preferred approach, and recommendation for action to implement a Mountain Transportation System.





**Visual Representation of Total Comments on the Mountain Transportation System Scope, Objective, and Attributes**

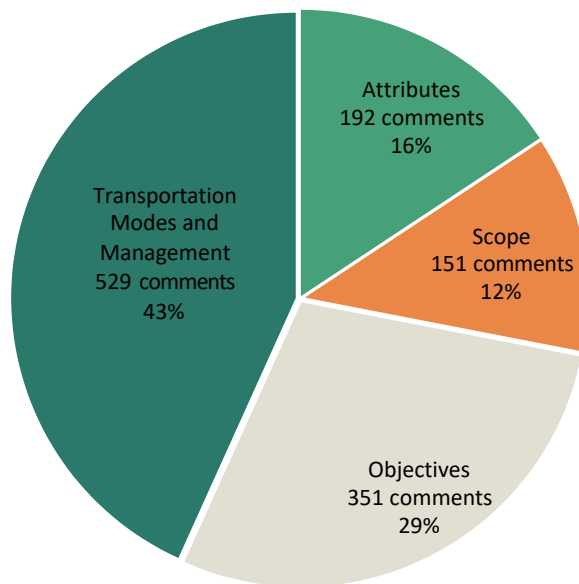
*Comment period: February 7th – March 1st, 2020  
1223 comments received from 366 individuals*



**Total Comments on the Mountain Transportation System Scope, Objective, and Attributes**

February 7th through March 1st, 2020

1223 comments from 366 individuals

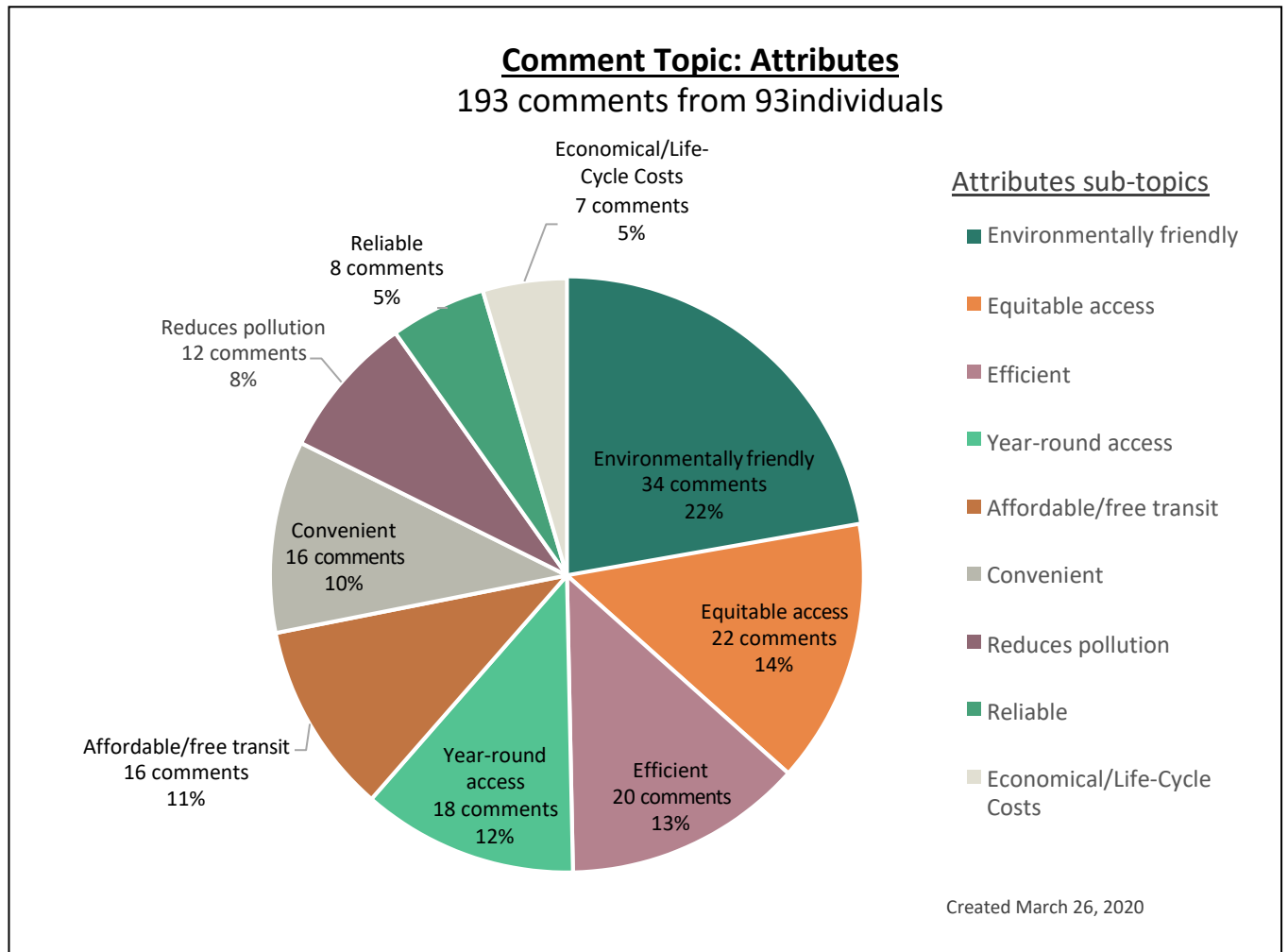


**Comment Topics**

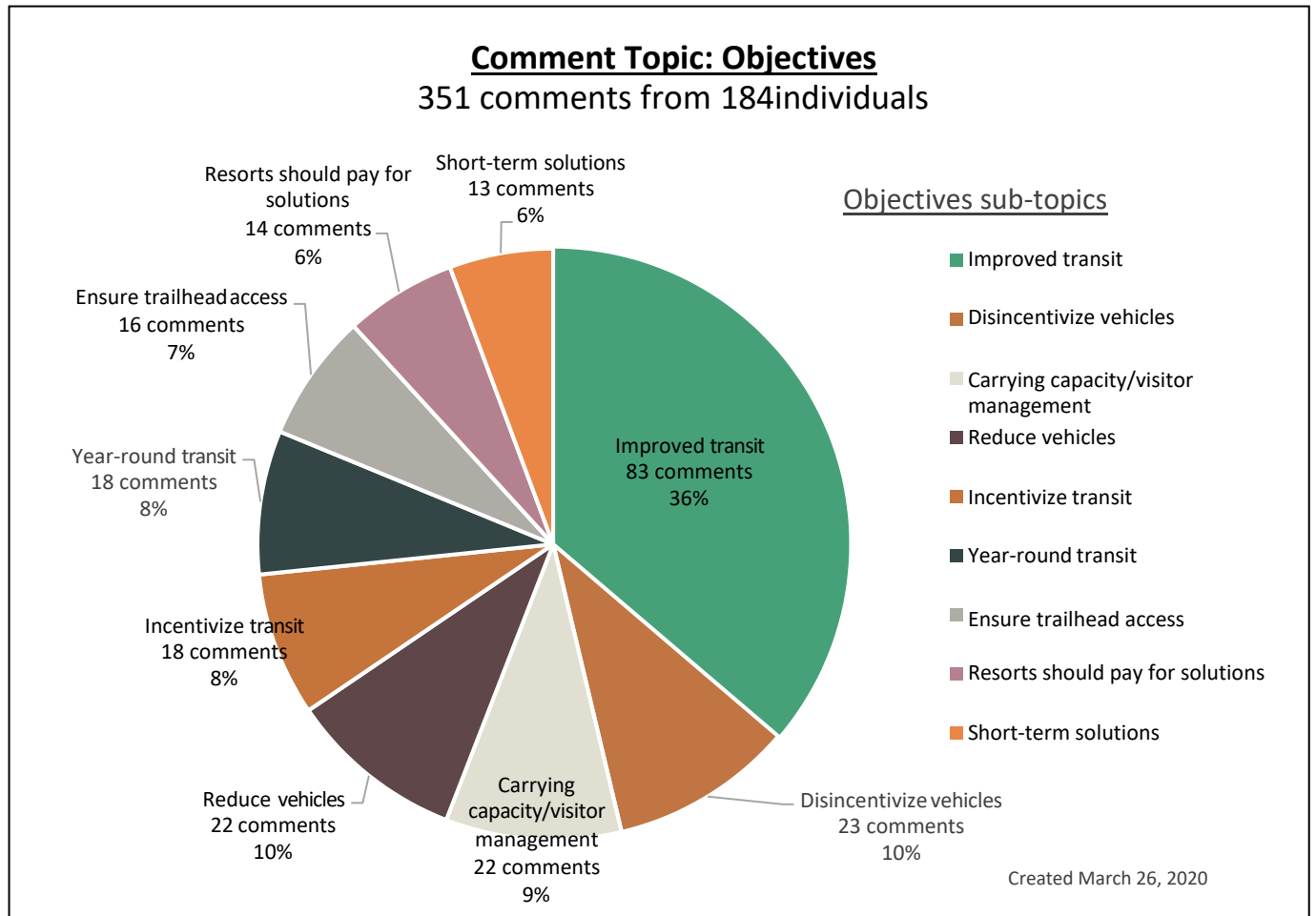
- Attributes (192 comments)
- Scope (151 comments)
- Objectives (351 comments)
- Transportation Modes & Management (529 comments)

Created March 26, 2020

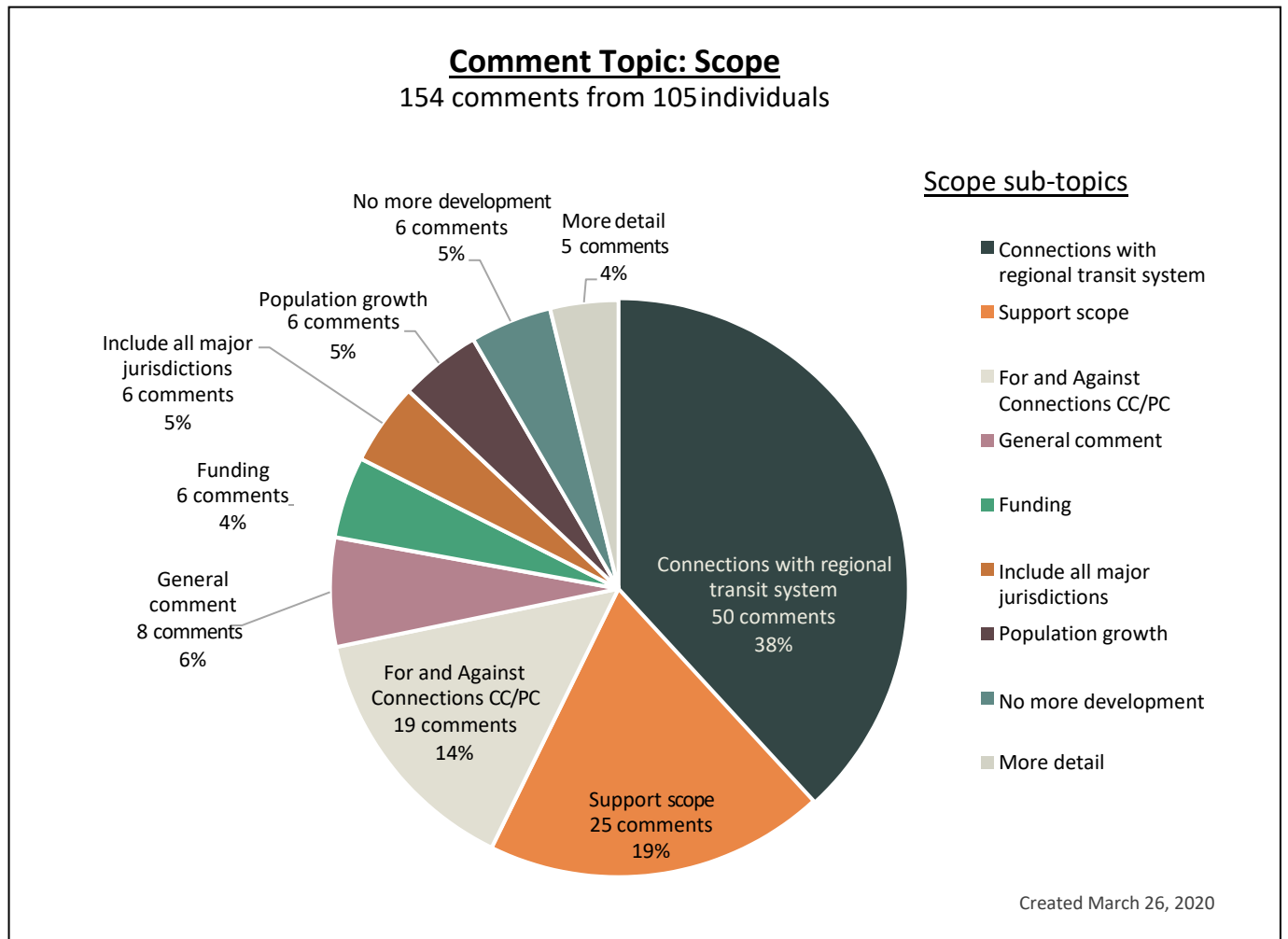






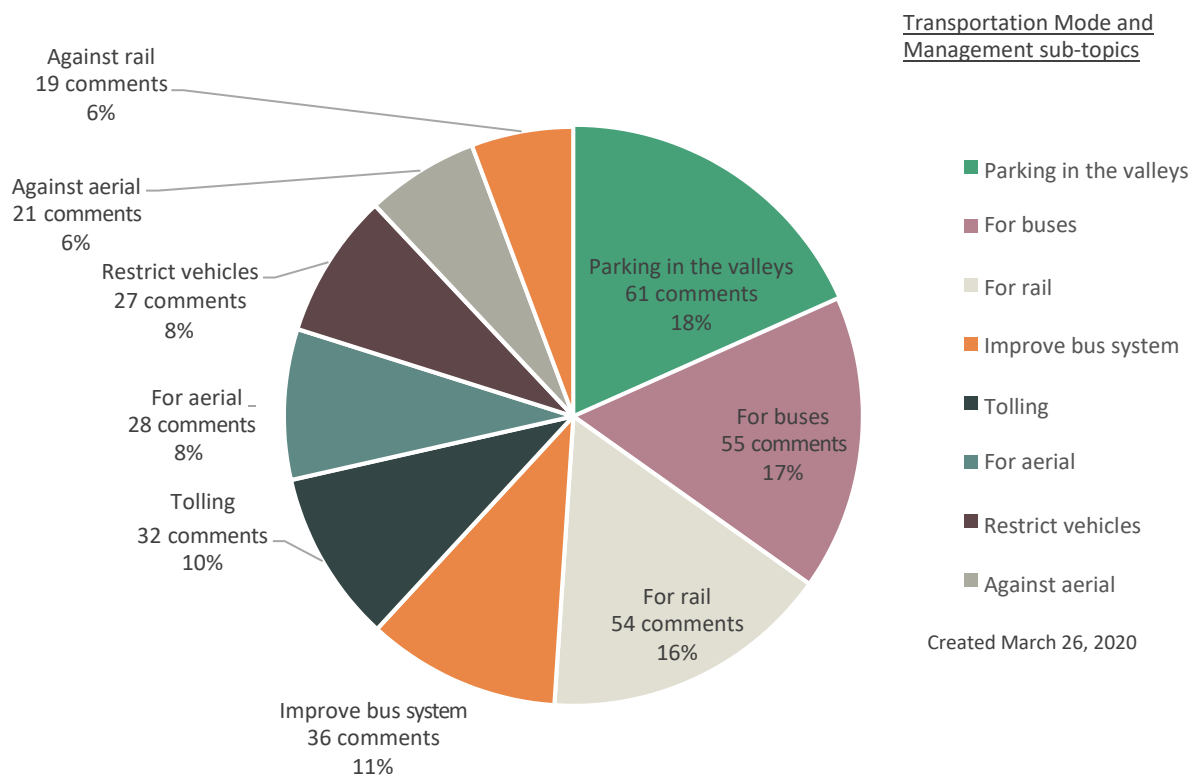






**Comment Topic: Transportation Mode and Management**

529 comments from 246 individuals





**Central Wasatch Commission Mountain Transportation System  
Initiative Public Comment Report on Scope, Attributes,  
and Objectives**

*Comment period: February 7th -- March 1st, 2020  
1223 comments received from 366 individuals*

**Introduction**

The Central Wasatch Commission, formed by Interlocal Agreement of 9 jurisdictions in Salt Lake County and Summit County, serves as a coordinating and convening government to advance consensus solutions for the Central Wasatch Mountains. It is a byproduct of and builds upon Mountain Accord, an agreement among all major jurisdictions and private parties to address decades-long disputes about the future direction of the Central Wasatch Mountains.

The Central Wasatch Commission has initiated a process in 2020 to assess and recommend a Mountain Transportation System (MTS) for the Central Wasatch Mountains. The goal is to review the conclusions of Mountain Accord (2015) and other efforts to solve the increasingly unacceptable transportation system serving the Central Wasatch Mountains region.

Mountain Accord represented a unique agreement: all federal, state, and local jurisdictions and private entities participated and agreed to 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 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.

### **Public Comment Overview**

This report provides a summary of written public comments received for the Central Wasatch Commission’s Mountain Transportation System Initiative Draft Scoping document. The 24-day public comment scoping period following the February 3rd publication of the Mountain Transportation System Initiative Planning and Scoping document ended Sunday, March 1st. For the complete Mountain Transportation System initiative please see appendix A at the end of this report. This report captures consistent and frequent comment themes.

The overall objectives of this report are to:

1. Aggregate and summarize public comment themes.
2. Identify the public’s preference for the scope for a Mountain Transportation System in the Central Wasatch Mountains.
3. Identify the public’s preference for the attributes and objectives for a Mountain Transportation System.
4. Make any staff-recommended edits, changes, or additions to the CWC’s Mountain Transportation System scoping document, which uses the Mountain Accord Mountain Transportation System recommendations as its starting point.



This report summarizes public comment throughout the following major topics:

1. Scope: the MTS scope is the geographic footprint/area that will be included in the process. This includes current regional transportation systems, economic nodes and recreation nodes.
2. Attributes: these are the qualities of what a MTS should exhibit. For example, a MTS should provide year-round access to serve today's and tomorrow's visiting residents, businesses, and employees
3. Objectives: the objectives are the preferred outcomes and implementation targets of the mountain transportation system.
4. Transportation Modes & Management: these are specific types of modes (car, rail, aerial, bus, etc.) and transportation demand management strategies (parking, tolling, etc.)

During the public comment period approximately 1,223 entries were received from 360 individual comments, including 40 comments as a form comment. One comment was a previously submitted comment to UDOT during the Little Cottonwood Canyon Environmental Impact Statement Screening and Criteria comment process.

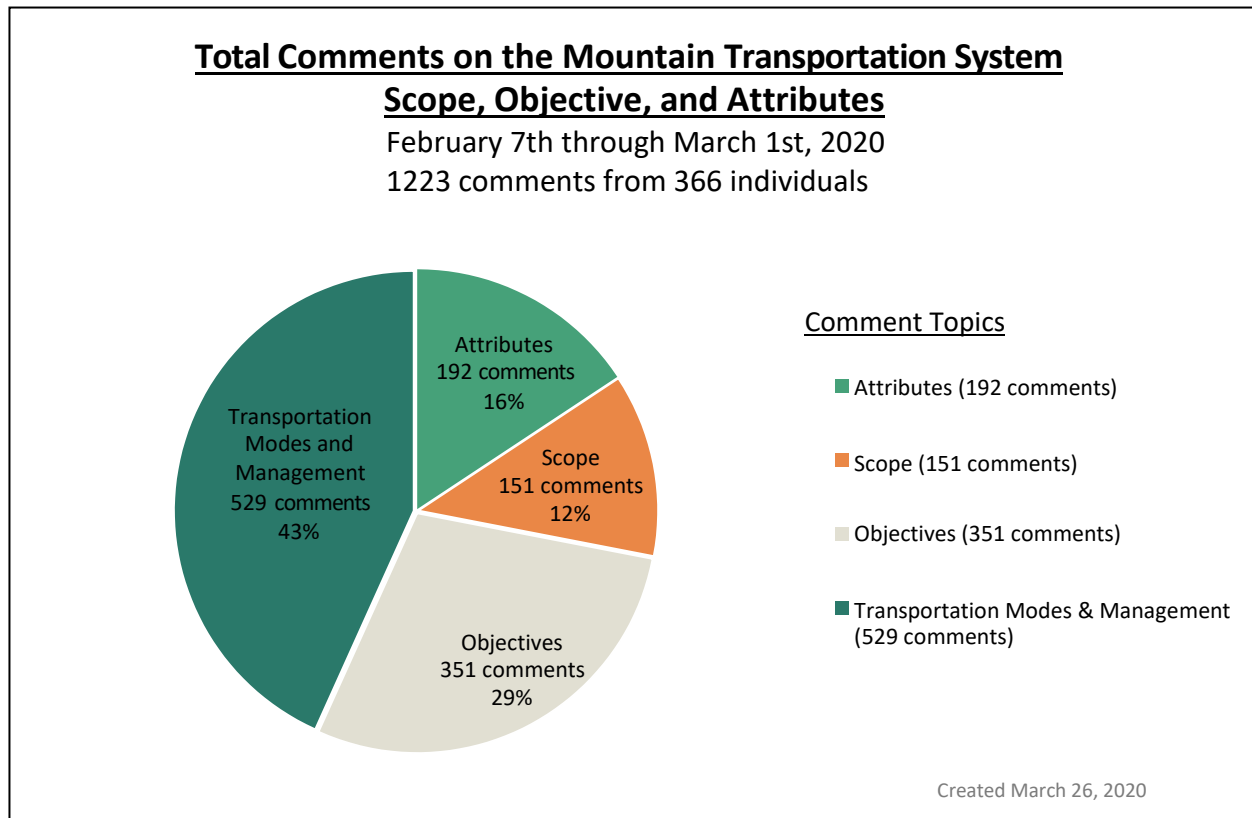
Approximately 100 sub topics were identified, and are being grouped under each of the main topics. The sub-topics include a wide range of specific comments.

The most common topic for comments was Transportation Mode and Management. Those comments will be for review when analyzing specific Transportation modes -- after the next phase of the CWC MTS process.

### **Public Comment Key Findings**

The following sections provide a summary of the public comments received for the Mountain Transportation System initiative. There are four main topics (Scope, Attributes, Objectives, and Transportation Modes and Management) with the most commented sub topics for each topic. A graph will be accompanied with each topic section to visually represent the breakdown of subtopics.





### **Scope (154 entries)**

#### **Connections with Regional Transportation System (50)**

*Many commented on their support of a regional approach. Some commented on the need for better connections from the valleys, the Wasatch Canyons and between the Wasatch Front and Wasatch Back (Salt Lake and Park City- Area (Wasatch Back Valleys). The most common type of comment was in regards to having more access points in the Salt Lake Valley and Wasatch Back to the recreation destinations.*

#### **Support Scope (25)**

*Some commented on their support of the scope. These comments generally supported the geographic scope and attributes of a potential mountain transportation system as identified in Mountain Accord and in the Scoping Document initiating public comment. The geographic scope is presented on maps in this report.*

#### **Connections between Cottonwood Canyons and Park City (19)**

*These comments were made in regards to considering alternative connections between the Cottonwood Canyons and Park City. There were some comments that were in favor of considering transportation connections between the two areas. Some comments included their*



*preference of no connections between the Cottonwood Canyons and Park City. These comments did not mention a specific mode, but were against or for any additional connections between the two areas.*

#### General Comments (8)

*One comment inquired about who would have input on the final plan and who would be giving approval of the project. One comment provided an in-depth analysis of how the ski industry has changed in the last 45 years. These were general comments that weren't specific to a Mountain Transportation System.*

#### Address and Consider How Funding Would Happen (6)

*Several comments were made about developing a funding plan. Few comments provided various strategies to fund transportation solutions. One comment was not in favor of having local municipal jurisdictions paying for transportation improvements.*

#### Include all Major Jurisdictions (6)

*Some commented on the importance of having all jurisdictions involved. A few comments included ensuring participation from the ski resorts, UDOT, Salt Lake City Department of Public Utilities, National Forest Service, State Legislature, and Governor's Office.*

#### Consider Population Growth (6)

*Several comments were made acknowledging the anticipated population growth and how the MTS should plan and accommodate this forecasted growth.*

#### No more development (6)

*A few of the comments were in regard to no further ski resort expansion. Several comments were against any new transportation improvements that will lead to further development in the mountains. A couple of comments made were in regards to no new roads being built in the canyons.*

#### More Detail (5)

*Some commented on the need for more detail within the scope and project deliverables. Comments included more detail about modes and management practices.*

#### Geographic scope (4)

*These comments included suggestions like limiting the geographic scope of the MTS to only the Cottonwood Canyons, opening new ski resorts in other mountain ranges, and suggestions of defining the geographic scope with widely known physical/man-made boundaries.*

#### Duplication of UDOT EIS (2)

*A couple of comments questioned if the MTS initiative was a duplication of UDOT LCC EIS efforts.*



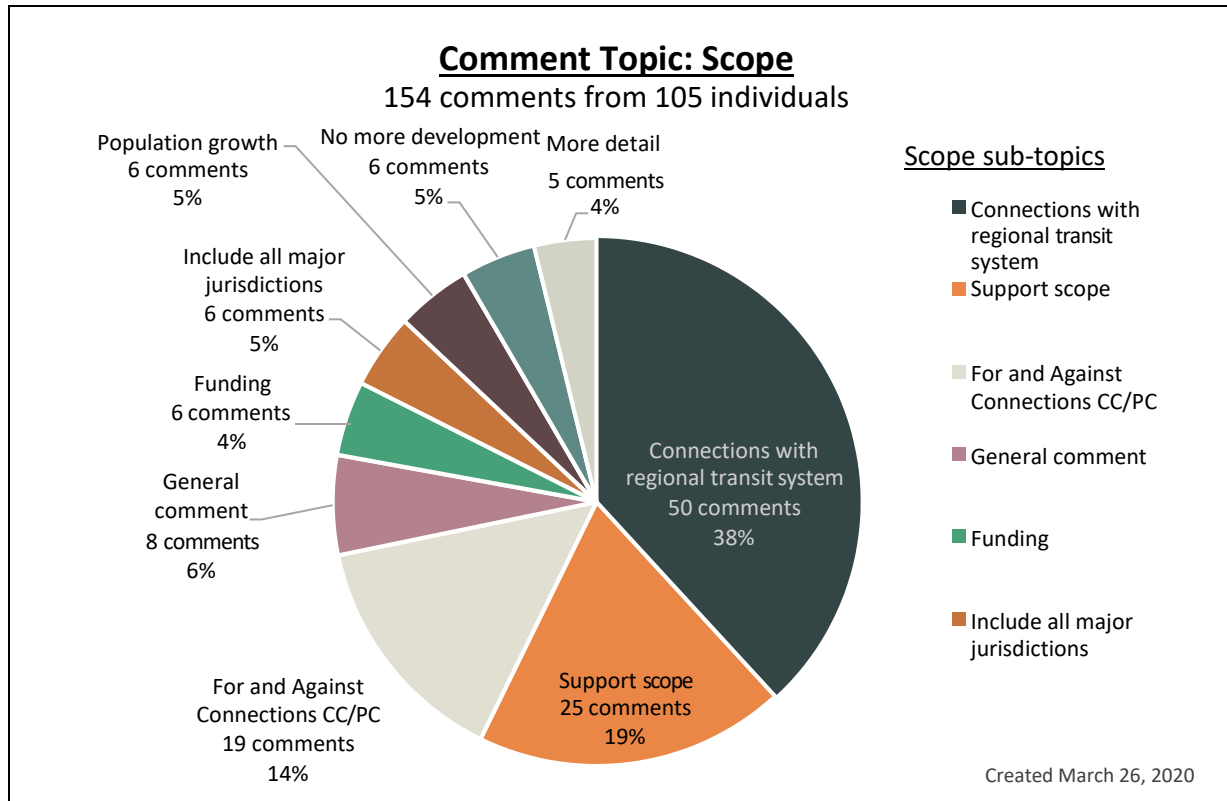


Include Millcreek (2)

*A couple of comments were made about the transportation challenges in Millcreek and Millcreek should be included in the scope.*

Private Sector Solutions (2)

*A couple of comments were made indicating that taxpayers and the government should not be paying for the solution.*



Attributes (193 entries)

Environmentally Friendly (34)

*There were a wide variety of comments regarding impacts on the environment. Comments include preserving the environment, transportation solutions should minimize impacts on the environment, protecting sensitive areas, protecting the watershed, protecting visual quality, and preserving areas suitable for wilderness.*

Equitable Access (22)

*Some commented on how a mountain transportation system needs to serve all users and not serve one specific group. A few commenters were concerned about the impacts from tolling on people's access to the mountains based on income and a concern that tolls could be a regressive tax making it more difficult for some to access public lands.*



Efficient (20)

*Several comments were about ensuring the mountain transportation system needs to be efficient. A few comments were made about efficient transportation to the ski resorts specifically. A few comments were made saying that the transportation solution should be energy efficient. Additional comments were made about moving people efficiently. Several comments were made indicating that the transportation solution should have time efficiencies.*

Year-round Access (18)

*Some comments were made that a Mountain Transportation System should provide for year-round access. Solutions need to serve year-round multi-use purposes; not just serve the ski resorts.*

Affordable/Free Transit (16)

*Several comments were made expressing an interest in providing for free transit. These comments typically indicated free transit fares could be used as an incentive to ride transit. A few comments mentioned the cost of a gallon of gas being cheaper than a round-trip fare. One comment mentioned transit fares should be phased out over a few years.*

Convenient (16)

*A few comments were made indicating that transit should be made more convenient than alternatives. A couple of comments mentioned that accessing the transportation system should be convenient as well.*

Reduces Pollution (12)

*Several comments were made indicating the transportation solution should reduce pollution. A few comments were made that solutions should produce low emissions. One comment was made that all motors should be electric. A few comments were made about eliminating water pollution.*

Reliable (8)

*Several comments were made about ensuring the transit systems predictability. A few comments were made about the transportation solution being able to operate in inclement weather and not get stuck in canyon traffic.*

Economical/Cost Effective (7)

*These comments were in reference to the overall cost of implementing a mountain transportation system. Several comments were made that the transportation solution needs to be low cost. One comment was made that the solution should be of good value, not the lowest priced option.*



Quality of recreational opportunities (6)

*These comments reflected that a MTS should maintain or enhance the current quality of the recreational opportunities.*

Safe (6)

*Several comments were made identifying safety as a top objective. A few comments mentioned the ability for the MTS to be able to operate despite natural disasters.*

Quality of economic assets (4)

*A few comments were made saying that the transportation system should be an economic asset, promoter of economic development, and benefit the regional economy.*

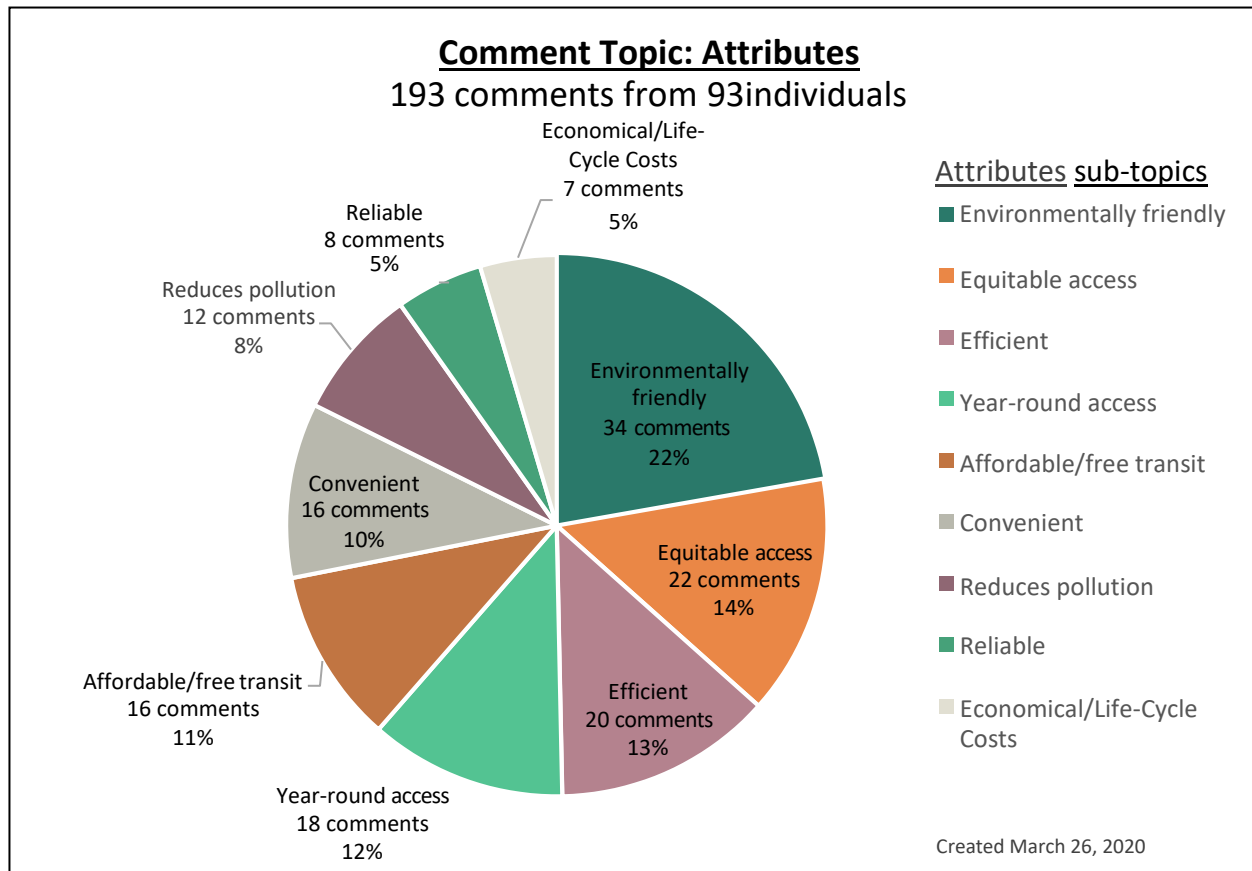
Move people (3)

*A few comments were made indicating that the focus of the MTS should be on moving people and goods and not vehicles. One comment was made that people should be able to go from their homes and city centers to the places they recreate.*

Sensitivity to ridge lines (2)

*A couple of comments were made about a transportation system that connects skiers to base resorts. These comments mentioned that by dropping skiers off at resorts it would minimize the increased backcountry access and use.*





## **Objectives (347 entries)**

### **Improved Transit (83)**

*Some comments supported a robust public transportation system. A few comments recommend a multi-modal approach and solution. Several comments included strategies and modes to meet the objective which will be analyzed during the next phase of the Central Wasatch Commission Mountain Transportation System process. A few comments said mass transit needs to be prioritized. Some comments were made about transit being stuck in vehicular traffic. These comments were typically not in favor of one type of mode, but in favor of mass transit systems to address the transportation problems of today. Several comments were made about increasing the frequency of transit. Some commented on the need to increase the number of buses. Several comments were made about expanding hours of transit to earlier in the morning and later at night. A few comments were made indicating a desire to ensure a clean and comfortable MTS.*



Disincentivize vehicles (23)

*Several comments implied general support to disincentivize vehicles. A few comments provided various strategies to disincentivize vehicles. A couple of comments spoke in favor of disincentivizing single-occupancy vehicles.*

Carrying Capacity/Visitor Management (22)

*Some comments were made that part of the assessment of transportation solutions should set a limit or cap on the number of visitors to the Cottonwood Canyons. A few comments indicated a limit on the number of vehicles. Some comments favored conducting a visitor capacity study in conjunction with the MTS. Some comments suggested putting a cap on the number of skiers to the resorts.*

Reduce Vehicles (22)

*Many comments recognized the need to reduce vehicles. Some commented on the need to reduce reliance on cars. Several comments provided methods of how to reduce vehicles.*

Incentivize Transit (18)

*Some comments provided examples of how to incentivize transit. One comment cited the Mountain Accord and one of the guide rails was to incentivize transit. Several comments shared the importance of incentivizing transit and the potential impacts on swaying motorists into transit riders. A couple of comments reinforced the idea of incentivizing transit by making it faster and easier than the current alternative.*

Year-round transit (18)

*These comments focused on providing a year-round transit option. No mode was mentioned in these comments.*

Ensure trailhead access (16)

*Several comments were made indicating that an MTS would need to serve trailheads during the winter to access backcountry. A few comments were made expressing a desire to have transit stops at every trailhead.*

Resorts Should Pay for Solutions (14)

*A few comments were made indicating the public should not pay for solutions due to the ski resorts creating the demand and congestion.*

Short-term Solutions (13)

*Some comments indicated that pursuing immediate actions were necessary to minimize winter-time canyon congestion. Some commented that a real solution may be years away, but action today is necessary. A few comments indicated that the scope should develop ways that short-term solutions help implement long-term decisions.*



Consider and Make Long-term Solutions (12)

*Several comments indicated that the scope must take into future population growth and increasing visitation. These comments preferred that the scope timeline of the MTS initiative look more to the future. The suggested time frame from some comments was to plan 50 years out.*

Sustainability (12)

*One comment indicated creating a mountain transportation system that moved as many people to the resort is not sustainable. Several comments were general comments supporting sustainability in regards to the environment.*

Preserve Wilderness (11)

*These comments specifically advocated for wilderness preservation, A few comments mentioned protecting animal habitat and migration corridors. A few comments were made about preserving the wilderness for solitude, positive impacts on mental health, and connection with nature. One comment mentioned that the MTS initiative was a good balance between access and preservation.*

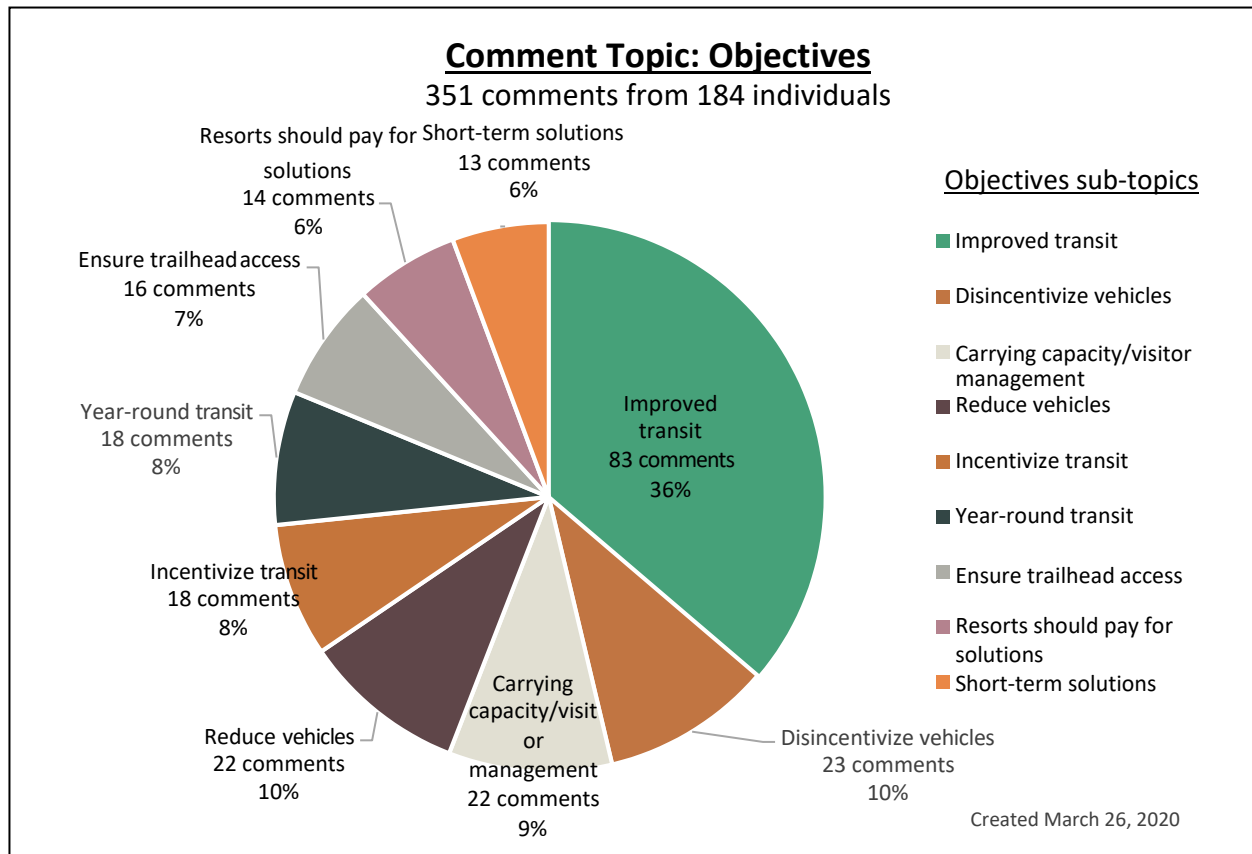
Improve bus experience (9)

*These comments spoke directly to improving the bus experience. One comment was made that people will not take the bus if they continue to have poor experience after poor experience. A few comments were made about the poor experience of trying to get a family on a packed bus. A few comments were made about being uncomfortable on the bus due to limited space.*

Improve trailheads (8)

*Several comments were made about restroom facilities at all trailheads. Several comments mentioned improved parking at trailheads is critical. A few comments called for trailheads with improved interpretive/educational signage.*



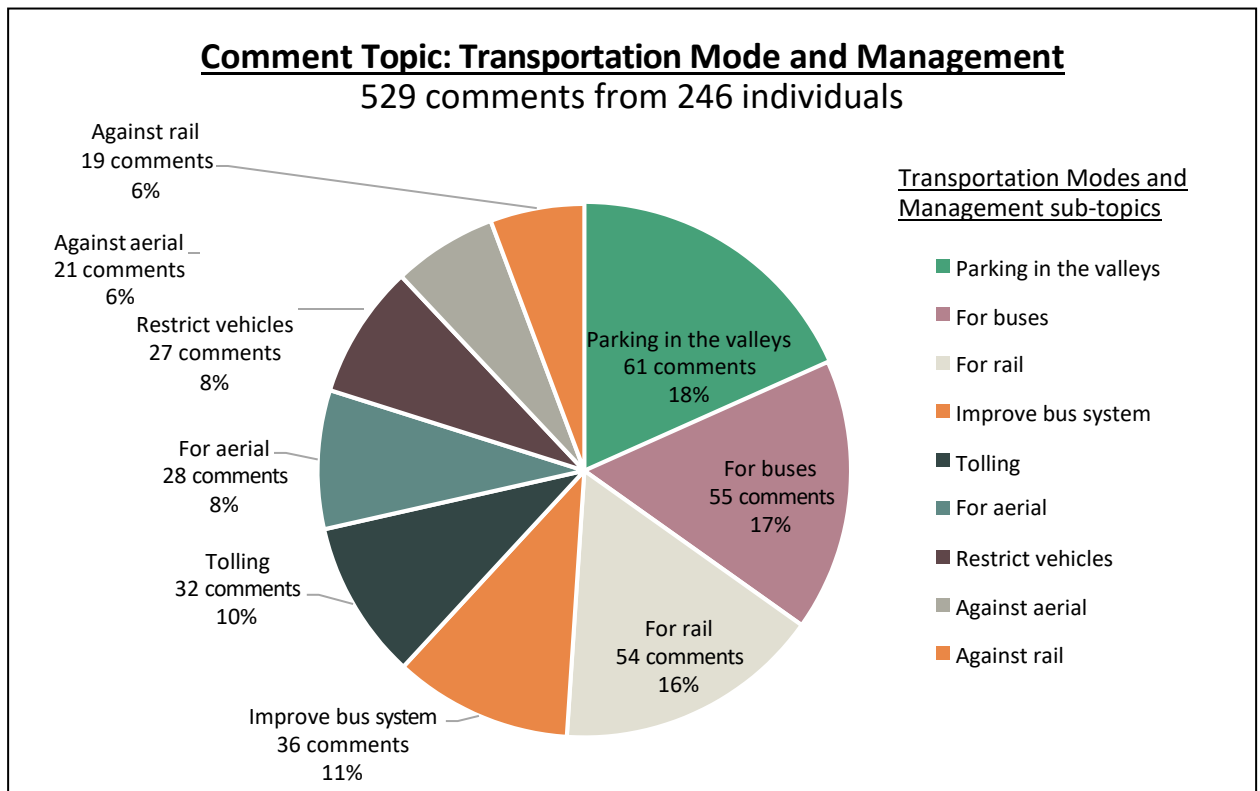


### **Transportation Modes and Management**

The majority of comments suggested a preference for or an objection to a transportation mode (e.g., car, aerial like gondola, or rail) and management strategy (i.e. tolling, parking, bus, rail, and aerial). These comments will be used during the second phase of the MTS process when mode alternatives development and management strategies will be evaluated against the scope, attributes, and objectives of a Mountain Transportation System.







### **Overall Mountain Transportation System Staff Recommendation**

Staff recommend a Mountain Transportation System that serves the Central Wasatch Mountains, including the Wasatch Front, which includes Millcreek Canyon, and the Wasatch Back. CWC staff recommend analyzing and considering a system that connects the Cottonwood Canyons, and recommends further investigation into connections between the Cottonwood Canyons and Park City, Summit, and Wasatch Counties.

The recommended mountain transportation system should be, at its core, effective economically, effective and efficient in moving people to desired destinations any time of the year. The system should be affordable, accessible, and safe for its users, while minimizing negative environmental impacts on the watershed, ridgelines, air quality, visual quality, while enhancing the experience of visiting the Central Wasatch Mountains.

If the recommended mountain transportation system were to be implemented, it would accommodate current and increasing recreation demand through prioritizing effective and efficient transit that serves all recreation nodes and uses. It is recommended that the mountain transportation system

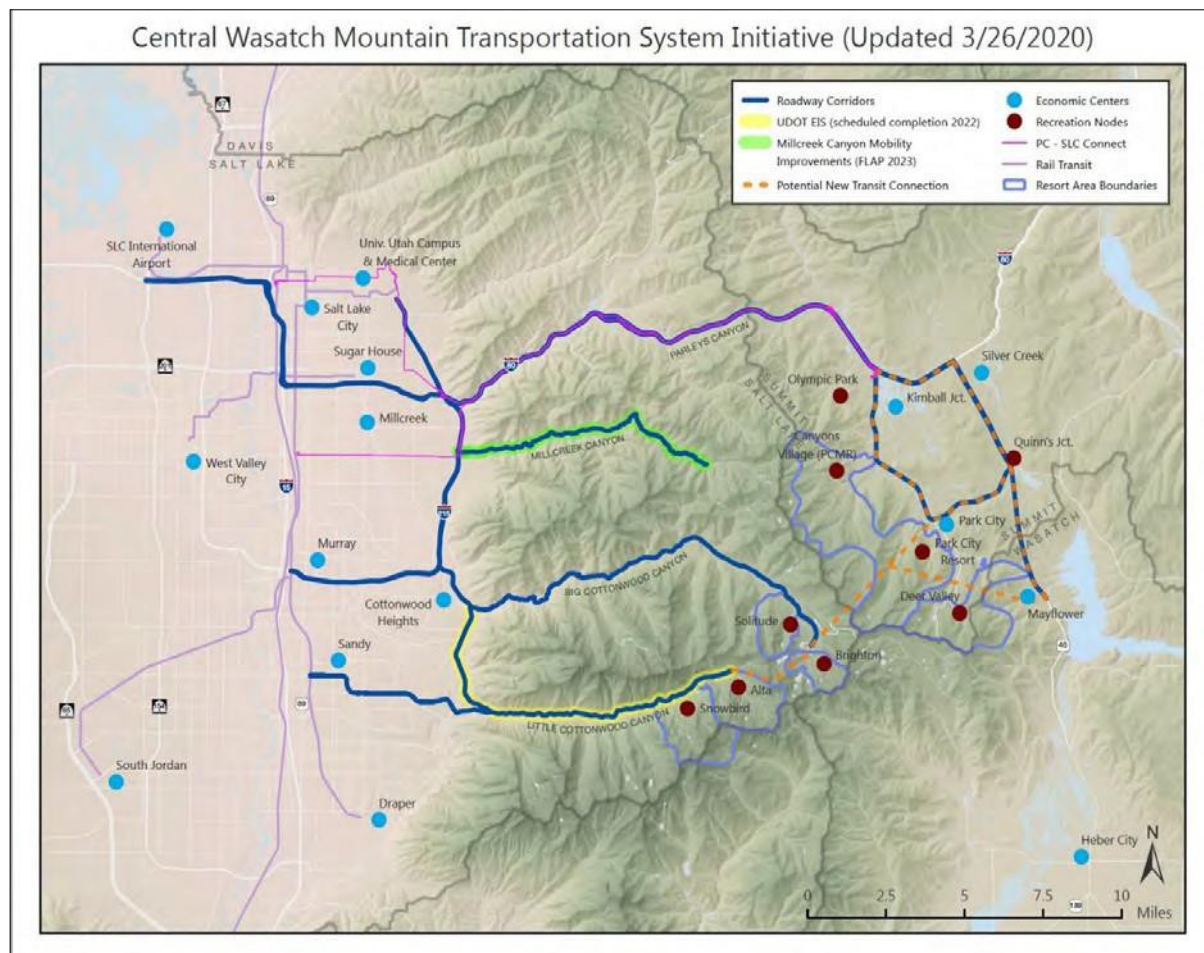


## Mountain Transportation System Public Comment Period Overview, March 2020

provide emergency egress in the Cottonwood Canyons and ensure access for private property owners.

Intended outcomes of the recommended mountain transportation system include reducing traffic congestion and limiting parking in the canyons, concentrating development around transit nodes, improving skier amenities, and improving communications to the public about roadway conditions and parking availability through various technologies.

Other recommendations from staff include prioritizing both short-, and long-term transportation solutions, considering visitor management strategies, and evaluating a mix of private and public funding mechanisms for the Mountain Transportation System. The following map reflects the current and staff recommended geographic scope of the MTS initiative:



### **Scope: Recommendation**

The Central Wasatch Mountains are identified as the geographical scope in the draft MTS document. The documented public comments in this report are largely consistent with the draft geographical scope. The map below reflects an updated geography that is consistent with the CWC boundaries and the Mountain Accord direction. The UDOT LCC EIS and the MTS initiative should be coordinated and complementary.

The CWC received multiple comments about connections between the Cottonwood Canyons, both against and in favor. In coordination with local and regional entities, connections between each Cottonwood Canyon and potentially PC/Summit Co./Wasatch Co. corridors will be analyzed and evaluated against attributes identified in this report and in the CWC MTS Scoping document. Staff recommend that any possible connections between the Cottonwood Canyons and to the Wasatch Back reflect the local desire of responsible local jurisdictions in any recommendations for a Mountain Transportation System.

The new Mayflower Mountain Resort development in Wasatch County has been included in the geographic scope and is represented as an economic center. Millcreek Canyon has been identified as an important transportation corridor in the Central Wasatch Mountains. Because it does not include linkages to the Cottonwood Canyons or the Wasatch Back, the staff recommend that the CWC continue its work on transportation solutions with other jurisdictions, but that the Millcreek Canyon work proceed independently of the MTS effort. CWC, through a Committee of its Stakeholders Council, is working with the U.S. Forest Service to address infrastructure improvements in Millcreek Canyon as part of a FLAP grant. Other than how to better coordinate with the valley transportation system and provide better transit access to Millcreek Canyon, other inter-Central Wasatch Mountain transportation systems are not anticipated or proposed at this time.

### **Attributes Staff Recommendations**

The staff recommends that the following attributes be applied when considering transportation modes and management strategies:

- Environmental impacts are minimal and compatible with a sustainable environmental results
- Reliability during all mountain conditions
- Adequate frequency
- Effect on the quality of recreational opportunities are protected



- Equitable Access
- Safety
- Efficient in moving people
- Enhance experience for Central Wasatch Mountain visitors
- Year-round access
- Affordable/free transit
- Convenient
- Quality of economic asset
- Reduces pollution
- Ability to move people to destinations
- Economical/Cost Effective
- Sensitivity to ridgelines

### **Objectives: Staff Recommendations**

The objectives identified during the public comment period align with the CWC's MTS scope and project deliverables (See draft document Appendix A). The recommended list below provides some more specificity regarding the MTS scope than described in the outcome of Mountain Accord:

- Improve Transit
- Disincentivize vehicles
- Evaluate Carrying Capacity/Visitor Management
- Incentivize transit
- Assure year-round transit
- Ensure trailhead access
- Evaluate mix of private and public funding options
- Achieve a sustainable result
- Preserve wilderness characteristics in suitable areas
- Improve bus experience short-term and long-term
- Improve trailheads as part of transportation improvements
- Reduce traffic congestion
- Improve ski-user amenities as part of MTS
- Provide better ski resort connections
- Increase transit use
- Provide access for homeowners



- Protect the environment
- Assure protection of the watershed and water quality
- Development around transit nodes
- Use technology to optimize a MTS
- Reduce or eliminate personal vehicles
- Emergency egress
- Improve bus traction/training short-term
- Reduce fuels/wildfires
- Reduce or continue to limit parking in the canyons
- Improve communications to the public about traffic conditions
- Accommodate current and increasing recreation demand
- Consider both short-term solutions and long-term solutions
- Protect visual quality of the Central Wasatch Mountains

### **Next Steps**

- Respond back to comments
- Bring staff recommendations, data analysis, and responses to CWC Transportation
- Committee meeting (3/30) for approval and recommendation to the CWC Board
- Finalize any scope recommendations at April 6th CWC meeting; post on CWC website
- Review conclusions of this Scoping phase with Stakeholders Council, individual member jurisdictions legislative bodies, state legislators, and others
- Analyze modes against the scope, objectives, and attributes
- Develop evaluation matrix

Upon CWC Board adoption of the scope, attributes, and objectives for a Mountain Transportation System, further communications of that scope will be brought to those commenting on the scope, the jurisdictions, the Stakeholders Council of the CWC, and the public. Those parameters will guide a months-long evaluation of different transportation modes and management approaches by the CWC in a transparent, inclusive public process.

The objective will be to arrive at alternative approaches and receive public feedback. As 2020 unfolds, the CWC will move towards making a proposal for an overall Mountain Transportation System that reflects the open, consensus-driven approach of the Commission.



**List of Commenters**

First Name	Last Name
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Aaron	London
Adam	Bates
Alex	Popowych
Alex	Schmidt
Alex	Wonder
Alexander	Emmons
Allen	Sanderson
Alyssa	Summer
Amy	Mills
Andrew	Herrin
Andrew	Stone
angela	Isaacs
Anna	Ratliff
Anna	Rasmuson
Annie	Kent
Antonia	Adroski
Ardy	Taylor
Athyn	Scofield
Audrey	Wussow
Barbara	Eastman
Beat	von Allman
Ben	Dover
Ben	LaRiviere
Ben	Driggs
BILL	SCOTT
Bob	Bethke
Brant	Rudd
Brett	McWilliams
Brett	Denney
Brian	Doubek
Brian	Nordberg
Brian	Strong
Brigham	Cotton
Brittney	Thomas
Brooks	Carter
Bruce	Tremper
Bryan	Bradley
Carl	Churchill
Carol	Swenson
Carol	Swenson

Carole	Straughn
Caroline	Gleich
Chantelle	Kadlec
Charlotte	Widdison
CHRIS	HENDRY
Chris	Adams
Christian	Solberg
Christine	Barker
Christopher	Butte
Clint	Juhl
Clinton	Poduska
Con	Thueson
Dani	Poirier
Daniel	Schmidt
Danielle	Isaacson
Darrell	Finlayson
Dave	Alderman
Dave	DuBois
David	Harris
David	Hackbarth
David	Huston
David	Ream
David	Sorensen
David	Brown
David	Lewis
David	Hackbarth
Dee	Rowland
Dennis	Goreham
Dennis	Goreham
Devon	Gibby
Diane	Whittaker
Don	McKelvey
Doug	Krause
Douglas	Brockmeyer
Duncan	Campbell
Elizabeth	Layne
Ella	Davis
Elliott	Mott
Emma	Johnson
Eric	Michaels

Eric	Figliomeni
Erica	Marken
Gandhi	Zapata
Gerard	Miller
Gordon	Avery
Grace	Tyler
Hannah	Peters
Harriet	Shuler
Isaac	Stewart
Jackson	Cheney
James	Thompson
James	Thompson
Jane	Pond
Jason	Hall
Jay	Tardif
Jean	Tabin
Jenna	Cox
Jeremy	Howlett
Jerry	Renshaw
Jewon	Wee
Jim	Manos
Jim	Hickman
Jim	Struve
JM	Letsching
Joan	Degiorgio
Joe	Patton
John	McCall
John	Dubock
John	Knoblock
JOHN	COTTER
John	Dubock
John	Cracroft
John	Woeste
Jon	Cracroft
Joseph	Schmidt
Joseph Blake	Quinton
Joshua	Korpi
Julie	Faure
Kalen	Thorien



# Mountain Transportation System Public Comment Period Overview, March 2020

Kathy	Schmidt
Keith	Motley
Kent	Greenwald
Kerry	Doane
Kirk	Moushegian
Kirk	Nichols
Kurt	Nosack
Kurtis	Barth
Laura	Bertagnolli
Leslie	Motley
Lisa	Olson
Lucy	Jenkins
Lucy	Smith
Luke	Ratto
Mara	Rabin
Marc	Coles-Ritchie
Marcus	Dippo
Margi	Lebold
Marjorie	Mccloy
Marjorie	Mccloy
Mark	Gardiner
Mary	Caldwell
Megan	Kratz
Megan	Waters
Melinda	McIlwaine
Michael	McFadden, P.E., ENV.SP
Michael	Powers
Mikayla	Rewey
Mike	Johnson
mike	Powers
Mike	Peterson
Mikell	Bova
Natalie	Loots
Nate	Furman
Nathan	Momberger
Niki	McDaniel
patricia	blake
Patrick	Carrel
Patrick	Sullivan
Peter	Novak
Philomena	Keyes
Rebecca	Goldstein

Rebecca	Johnson
Rich	Dressen
Richard	Thomas
Richard	Rose
Richard	Kanner
Rob	Reinfurt
Robert	Flemming
Robert	Weston
Robert	Proctor
Robert	Lane
Robert	Speiser
Roland	Gilmore
Ronald	Sawdey
Ronnie	Thompson
Rowan	Jhamb
Roy	Bartee
Ryan	Hayes
Ryan	Jabs
Ryan	Pistil
Sam	Haycock
Scott	Harmer
Scott	Reichard
Sean	Slack
Shawn	Neugebauer
Spencer	Thompson
Stan	Pugsley
Stephen	Sorweid
Steve	Hunt
Steve	Downes
Steven	Senft
Susan	Kertesz
Susi	Hauser
Suzie	Ellison
Taylor	Lund
Taylor	Dankmyer
Thomas	Lund
Thomas	Fritz
Tiarra	Stout
Tiffany	Pezzulo
Todd	Walton
Tom	Diegel
Tom	Barber
Tyler	Cruickshank
Val	Wilcox

Virginia	Prowse
William	Lenkowski
Zachary	Burton
Dianne	Seidel
Pete	Roskovich
Jon	Jensen
Shelly	Filgo
Toby	Larson
Richard	Kanner
Amy	Rowland
Amy	Brunvard
Susan	Allen
Cameron	Brown
Jordan	Mitchell
Taylor	Dankmyer
Austin	Beck-Doss
Sally (Sarah)	Elliott
Erin	Stearns
Brian	Stillman
Peter	Orthmann
Caitlin	Ross
Ezra	Nielsen
Max	Schuler
Ben	Lariviere
Brandi	Carothers
Roy	Gandolfi
Peter	Crowley
Peter	Crowley
Ty	Roney
Peter	Crowley
Alan	Fogel
Sloane	Roney
Christine	Jackson
Patricia	Thaxton
James	Douglas
Bart	Reuling
Robin	Noack
Harrison	Piper
Toni	Hansen
Eden	Sloan
Edward	Mahoney
Mark	Mylar





# Mountain Transportation System Public Comment Period Overview, March 2020

Joseph	Newcomb
Barbara	Cameron
Kurt	Hegmann
Carolyn	Keigley
Daniel	Cottam
Ron	Hilton
Robert	Paxton
Lindsey	Nielsen
Hilary	Thirlwell
Brett	Carroll
Christopher	Balun
Joshua	Korpi
Alyssa	Richards
Richard	Thomas
Bryant	Scrafford
Dallin	White
Katie	Pappas
Matthew	Pruss
David	Kelly
Daniel	Butters
Kate	Reymann
robert	wright
Trenton	Harris
lydia	Trettis
Benjamin	Fox-Shapiro
Ron	Clegg
Gill	Bearnson
Jayanti	Muehlman
Lee	Bank
David	Thomas
John	Gardner
Joseph	Sloan
Samuel	Wright
teresa	mellon

Joseph	Scirica
Joseph	Scirica
Eric	Sagerman
John	Reese
George	Vargyas
Lisa	Bagley
THOMAS	LOKEN
Joel	Ban
Lila	Leatherman
Rory	Bernhard
Julie	Epperson
Tyson	Anderson
Susan	Munroe
Bob	Paxton
Annie	Studer
David	Snee
Robert	Walker
Tanner	Larsen
Tanner	Larsen
Cameron	Diehl
David	Carroll
Rachel	Diehl
Kenneth	Bayer
Jared	Zitnay
Mason	Chavez
David	Pace
Alex	Wheeler
William	Robertson
Rory	Weber
David	Bean
John	Schneider
Colin	Gregerson
Susan	Hildebrand
Leslie	Woods

Greg	Libecchi
Colleen	Lyons
Matthew	Steward
Andy	White
Scott	Weber
Paul	Hooper
Jeff	Bertot
Robert	Gurss
Elliot	Mott
Heidi	Schubert
Phyllis	Anderson
Shannon	Gordon
Kevin	McCarthy
James	Tedford
Andy	Beard
Kyle	Maynard
Richard	Layman
Tom	Kessler
Nathan	Rafferty
Carl	Fisher
Carl	Fisher
Mark	Levin
Richard	Jirik
Mark	Allen
Wasatch	Backcountry Alliance
MICHAEL	MAUGHAN
Eric	Kraan
Roger	Borgenicht
Helen	Peters
Randy	Doyle
Derek	Thomas
Clark	Stokes-President





## **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.

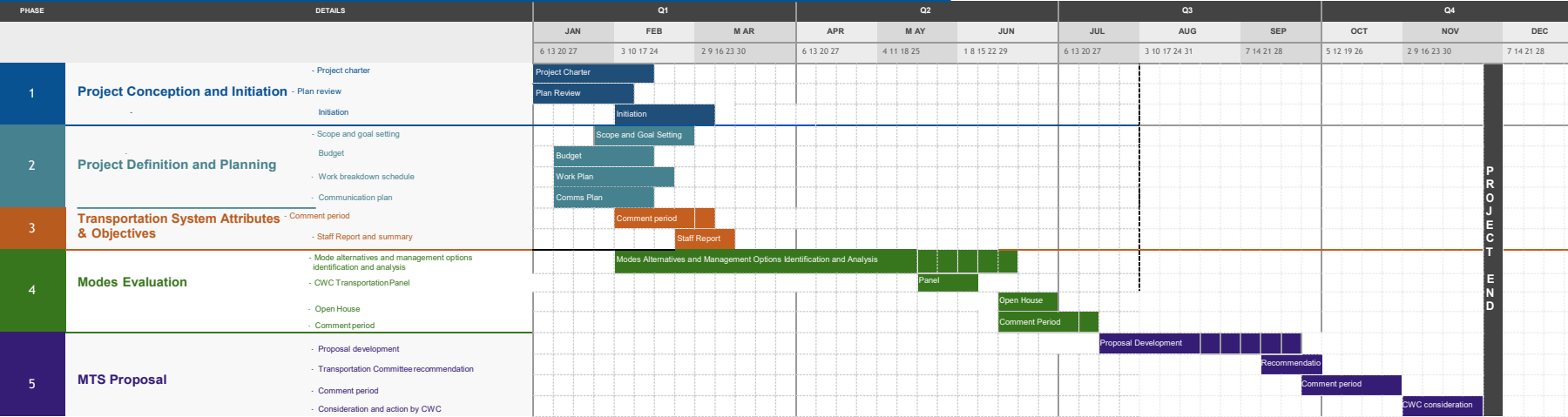
**Constraints:**

- 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 6<sup>th</sup> to Sunday, March 1<sup>st</sup>.
- 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.

# MOUNTAIN TRANSPORTATION SYSTEM





# MOUNTAIN TRANSPORTATION SYSTEM PROJECT TIMELINE

PROJECT TITLE Mountain Transportation System Project Timeline

PHASE	DETAILS					Q2				Q3				Q4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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