

00:29:52 Laura Briefer: Hello everyone - I am in Montana right now, with a somewhat weak connection. I may turn my video off every now and then.

00:34:56 Christopher Robinson: Thanks to all of you for taking such a lot of time out of your next two days to participate with us!

00:38:10 David Stein: If none of the four draft alternatives meet the CWC Staff Recommended Attributes or Objectives for a MTS, will the CWC please recommend the least damaging and most easily rescinded alternative, more buses with no widening of SR-210 and NO snowsheds?

00:38:49 Megan Anderson: I agree with David.

00:41:40 Julianna Christie, Crafted Leadership: Here is the chat box

00:41:48 Mike Christensen, Utah Rail Passengers Association: Something. ;)

00:41:49 Andy Beerman - Mayor - Park City: Hi

00:41:50 Ralph Becker: YO!

00:41:50 Lauren Victor, WFRC: Hello!

00:41:50 Abi Holt: Hello

00:41:52 Jenny Wilson (SL County): Hello from Jenny Wilson

00:41:53 Carlton C-UTA: hello

00:41:54 Jeff Silvestrini- CWC- Millcreek: Hello

00:41:55 Marci Houseman: Central Wasatch Commission: It is great to be with all of you today!

00:41:55 Chantal Papillon: Greetings!

00:41:56 Kim Mayhew-Solitude Mountain Resort: Hello!!

00:41:56 Shawn Marquardt - Doppelmayr: Let it snow!

00:41:57 William McCarvill: Had a nice ski tour this AM

00:41:57 Kerry Doane - UTA Planning: Hi all!

00:41:58 Aaron London (WBA): Gorgeous morning in the Wasatch today

00:42:00 Myrna Groomer - Sandy City Public Utilities: Hi!

00:42:00 Christopher Cushing SE Group: Hi

00:42:01 Mike Maughan - Alta Ski Area: Think Snow

00:42:01 Nate Furman- Salt Lake Climbers Association: I've been trying to figure out where I am today.... ;)

00:42:01 Dennis Goreham - Was Mtn Club: Hello - Dennis

00:42:01 Kain Kutz (he, him) (representing myself): howdy!

00:42:02 Annalee Munsey, Metropolitan Water District SLS: HI

00:42:03 Blake Perez CWC: Its Friday 13th 2020!! We got this!

00:42:06 Val Oveson - SkyRidge Development: Hi from Bountiful

00:42:07 Barbara Cameron-BCCA: Hello!

00:42:10 Sandy Resident Steve Van Maren: Glad for the opportunity to save the chat.

00:42:11 Dan Knopp: hi

00:42:12 Aaron Dekeyzer: Hello

00:42:12 Grant Amann - Wasatch County Planning: Hello!

00:42:13 Carolyn Keigley, Brighton town council: This is Carolyn Keigley

00:42:13 Holly Lopez: Hello

00:42:15 Mike Marker-LCC Resident: Hi

00:42:19 Caroline Rodriguez: I'm sorry but I am on an iPad and for some reason not able to change my profile at all, via those three dots. I am with Summit County.

00:42:20 Helen Peters Salt Lake County: Hello. I can't use my video since my webcam is broken.

00:42:20 Ellen Birrell SaveNotPave.org: Hello from Save Not Pave!

00:42:24 Rachel Ridge: Aloha!

00:42:32 Lisa Bagley: I lived in Switzerland for two years, and snowsheds, tunnels, and gondolas are the best ideas of stewardship I have every seen! We could learn a lot from the Swiss.

00:42:36 Nathan Rafferty // Ski Utah: <https://www.skiutah.com/blog/authors/yeti/utah-ski-resort-opening-dates>

00:43:10 Ned Hacker-WFRC: Great to be with all of you.

00:43:11 Sandy Resident Steve Van Maren: That was too fact to vote!

00:43:39 Lisa Bagley: Lisa Bagley, community

00:44:47 Carolyn Keigley, Brighton town council: I don't see the blue hand

00:45:11 Grant Amann - Wasatch County Planning: After clicking Participants, Click the "..."

00:45:13 Harris Sondak Alta: click on participants and a window opens

00:45:50 Lisa Bagley: I don't have hand either

00:45:54 Grant Amann - Wasatch County Planning: I don't have a blue hand, but I do have a "... " that includes the option to raise the hand

00:46:11 Chantal Papillon: it 's on the 3 dots

00:46:12 Lauren Victor, WFRC: Click on the "Raise Hand" that is at the bottom right of the participants

00:46:14 Kerry Doane - UTA Planning: I struggled too. It's a separate button at bottom

00:46:27 John Knoblock: exactly

00:46:31 Rachel Ridge: Same as Grant - I'm on the app if it helps

00:49:51 Lindsey Nielsen: Lindsey Nielsen: 801-706-1004

00:58:47 patrick shea: I have just found out that the Chat box is restricted to the cohost only. No notice was given as to that restriction. In any public meeting individuals are able to speak to one another as long as their conversations don't disrupt the proceedings of the public meeting.

00:59:17 patrick shea: I request the restriction be removed the duration of the Summit. Censorship doesn't work.

00:59:55 Christopher Robinson, CWC Chair: Lindsey,

01:00:10 Christopher Robinson, CWC Chair: Lindsey, can you please follow up on Pat's request? CFR

01:00:14 Lindsey Nielsen: Hi Pat, and all: That was not an intentional meeting setting, but rather a default setting. I've manually changed that setting in Zoom, so you should be able to chat privately with other participants

01:01:07 Christopher Robinson, CWC Chair: I don't think it's working as I can't chat either.

01:01:25 David Stein - Cottonwoods Express Inc.: Still a limited list to send a chat message to.

01:04:32 Christopher Robinson, CWC Chair: Chat function appears fully enabled now. Thanks Lindsey!

01:05:26 David Stein - Cottonwoods Express Inc.: I still cannot send a chat directly to someone such as Dan Knopp

01:05:27 Carl Fisher, Save Our Canyons: It is important to note that environmental protection is part of the intent of legislation, but it is not the sole purpose... I believe it is misleading to say the legislation's purpose is protection. (b) PURPOSES.—The purposes of the Conservation and Recreation Area are to—

(1) conserve and protect the ecological, natural, scenic, cultural, historical, geological, and biological values of the Conservation and Recreation Area;

(2) protect, enhance, and restore the water quality and watershed resources in the Conservation and Recreation Area;

(3) facilitate a balanced, year-round recreation system with a wide variety of opportunities for residents and visitors; and

(4) facilitate and accommodate improved access for a growing number of users.

01:05:56 Ralph Becker: Thanks for the amplification, Carl.

01:09:05 David Stein - Cottonwoods Express Inc.: For everyone: Cottonwoods Express proposal: <https://www.dropbox.com/s/1kfsbonyy4dqr04/Cottonwoods%20Express%20proposal%20V3.2.pdf?dl=0>

01:09:55 Christopher Robinson, CWC Chair: Thanks David!

01:11:37 Ralph Becker: Thanks, David. Also received your email.

01:11:51 patrick shea: Is one outcome of this Summit to include a recommendation that more study and data is needed before any action items are recommended?

01:12:14 Ralph Becker: That is possible.

01:12:20 Ralph Becker: possible

01:12:50 Ralph Becker: The results of the Summit are not pre-determined.

01:13:32 patrick shea: Maybe not pre-determined but a shared vision.

01:13:36 Megan Anderson: Thanks for your clarification Carl.

01:14:27 Megan Anderson: I also cannot send private messages to participants.

01:15:20 Lindsey Nielsen: All -- I will give a quick update about 1:1 messaging after Blake's presentation

01:16:28 Ralph Becker: The ideal, Pat, will be a shared vision or proposal/recommendation. We'll see where we end up.

01:17:22 Megan Anderson: The existing railway is the Little Cottonwood Trail, correct?

01:17:30 David Stein - Cottonwoods Express Inc.: Per Stadler's locomotive fact sheets, the Cog Rail would be very slow (12.5-17 kph descending, depending on grade. Steeper grade, it has to go slower to dissipate energy).

01:17:41 Sandy Resident Steve Van Maren: Buss connection to TRAX does not represent the change made last year.

01:19:14 Ralph Becker: We'll get to specific rail and other mode alternatives shortly. And, people from UTA and Stadler Rail are part of the Summit participants. Let's see if one of those experts can help answer specifics about rail.

01:19:14 patrick shea: How many people participated in the Design Your Transit?

01:19:34 Lisa Bagley - Community: Can anyone tell me the minutes traveled for the Park City Gondola from Canyons to Park City?

01:20:12 Ralph Becker: There were changes in the connections to TRAX last year. They included the stop(s) at TRAX, timing and frequency of those connections.

01:20:22 David Stein - Cottonwoods Express Inc.: Cottonwoods Express time would be <2 minutes transit time.

01:20:49 Christopher Cushing SE Group: I believe the gondola ride PC to Canyons as a little over 10 minutes

01:20:50 Nate Furman- SLCA: Where are we able to review the comments that have been submitted? Thank you.

01:21:14 Megan Anderson: In the past the existing path has been over the Little Cottonwood Trail because historically there was a rail there. If that were to happen it would cut off so much recreation and leave an enormous footprint. I have spoken to multiple engineers who have said it would be very difficult to have a train follow the road because of the turns.

01:21:41 Ralph Becker: Transit by Design participants: 832. There is information on the CWC website.

01:22:41 Ralph Becker: Comments Summary on MTS: <https://cwc.utah.gov/transportation/>

01:24:00 Caroline Rodriguez, Summit County: @lindsey If we do that, can you please share a link and password so they we don't have to re-register again to gain entry?

01:24:50 Nate Furman- SLCA: Ralph, thank you. I am asking if the individual comments are available, as they in many public comment solicitations.

01:25:49 patrick shea: Ralph, where on the CWC webpage?

01:26:17 Ralph Becker: We can provide individual comments. Would you reach out after this meeting and we can find a way to get those to you?

01:26:39 Nate Furman- SLCA: I can. Thank you.

01:32:58 michael allegra: COG rail speeds vary between 80 kph in adhesion mode to 30 kph in rack (COG) mode. Average speed is estimated at 50kph

01:34:33 David Stein - Cottonwoods Express Inc.: That 30 kph is ascending. Since what goes up must come down, the slowest speed limits the total round-trip time. It is still a relatively slow mode which is fine, even desirable for sightseeing but undesirable when you're trying to get first tracks.

01:36:03 Megan Anderson: The Cottonwoods Express is definitely a much faster option than the cog rail. It also wouldn't cut off recreation by going over the Little Cottonwood Trail.

01:36:32 michael allegra: David, I'm happy to visit with you offline and share the actual performance as designed by Stadler vehicle engineers. Mike Allegra

01:37:27 Barbara Cameron-BCCA: Laura, Does SLC Public Utilities have a current and pro-active canyon wildfire prevention plan? Will there be regular fuel reduction projects in BCC and LCC? How often?

01:38:02 Del Draper, Alta Community: what percentage of the water in Salt Lake valley comes from Big and Little Cottonwood canyons as opposed to other sources such as other canyons, Wells Deer Creek reservoir etc?

01:40:37 Patrick Nelson: Barbara- SLC Public Utilities is updating its Watershed Management Plan. Wildfire policy, including fuels reduction and post fire actions will be a part of it. Thanks!

01:41:20 Patrick Nelson: Del- City Creek, Parleys, Big and Little Cottonwood contribute roughly 60% of SLCDPU's source water.

01:42:44 Lisa Bagley - Community: Barbara, SLCo Emergency Management is currently working on CEMP (Comprehensive Emergency Management Plan)

01:42:52 Barbara Cameron-BCCA: Patrick-When will we be able to see the Wildfire Management Plan? Will there be public input?

01:43:19 Patrick Nelson: Barbara- This winter. There will be a lot of public input! :)

01:43:23 Carl Fisher, Save Our Canyons: 🍌 incorporate protection... don't just disclose the impact, which is the bare minimum of what EIS's do.

01:45:00 Megan Anderson: Thank you Carl.

01:46:09 Barbara Cameron-BCCA: Salt Lake City also owns a lot of property in the canyons. Will there be a focus on management of those lands?

01:46:22 Patrick Nelson: Barbara- Yes

01:46:42 Mike Peterson: Laura, are the treatment plants at the mouth of our canyons "state of the art". Is the footprints and status expected to stay the same for the immediate future?

01:47:13 Barbara Cameron-BCCA: The Keep It Pure project is an outstanding public outreach. Glad to see it will be continued!

01:48:31 Mike Marker-LCC Resident: Are those % surface water only?

01:50:41 Laura Briefer, Salt Lake City Municipal Govt.: Barbara, thank you.

01:52:25 Dave Fields - Snowbird: ". . . . address current and future environmental issues and growth." Systems need to look forward, not just at present state.

01:52:50 Laura Briefer, Salt Lake City Municipal Govt.: Mike - 50-60% surface water from the Wasatch canyons. About 30% to 35% from Deer Creek Reservoir (Provo River system) also surface water. About 10-15% groundwater. That is about the 30 year average. Of course our population is growing and land use in our service area changing, which will continue to rely heavily on all of these water sources now and in the future.

01:53:09 Ellen Birrell SaveNotPave.org: Minimize congestion by NOT funding new parking lots in valley, foothills and canyons INSTEAD focus on innovative transit using high tech apps to steer riders to best alternatives to driving their cars. More lanes and more parking lots induces demand and equals more cars and more congestion.

01:53:35 Ralph Becker: Dave, I think the "Problem Statement" includes providing for the future. We

01:53:46 Ralph Becker: 'll look to see if it needs to be clarified.

01:54:39 Annalee Munsey, Metropolitan Water District SLS: The Little Cottonwood Water Treatment Plant was constructed in 1960. In 2007 we completed an on-site improvement project.

01:55:11 Aaron London (WBA): Building any 50-year scale system needs to incorporate modeling of climate 50 years out which shows a vast reduction in the length of winter in the Wasatch and significant changes to precipitation and temperature patterns.

01:55:48 John Knoblock: Clearly identifying the problem that we're trying to solve is critical. In my view, the greatest source of congestion are the thousands of cars going to ski resorts.

01:56:06 Carl Fisher, Save Our Canyons: A thought: The compounding and complex issues surrounding congestion, which are not confined to the roadways (trails, neighborhoods, etc.)

01:56:24 Sandy Resident Steve Van Maren: Load canyon transportation vehicles remote from the foothills, neighborhoods, and watershed.

01:56:42 Laura Briefer, Salt Lake City Municipal Govt.: I like Mayor Wilson's recommendation.

01:56:47 Ralph Becker: Good point, Aaron. From the Mountain Accord forward, and including the CWC work, climate change impacts are part of our consideration. And, we thank Will McCarville and others for continuing to emphasize this point.

01:57:13 Cottonwoods Express - David Stein: The Cottonwoods Express would eliminate surface routes congestion utilizing existing parking around the Salt Lake Valley. Relatively invisible.

01:57:24 Ellen Birrell SaveNotPave.org: In Germany, bullet bikes and the like are not allowed on Sundays.

01:57:34 Jenny Wilson (SL County): Minimize noise pollution?

01:57:36 Cottonwoods Express - David Stein: Zero motorcycles are quiet!

01:57:42 Dennis Goreham, WMC: WE should do more then consider visual impact we need to minimize it

01:57:43 John Knoblock: Yes, noise pollution is a serious concern impacting the canyons.

01:57:44 Dave Fields - Snowbird: I don't mind motorcycles, they just need better mufflers.

01:57:47 Jenny Wilson (SL County): in response to the motorcycle point

01:58:35 Jake Young: The loud vehicles do have a significant negative effect on the wildlife populations, usually motorcycles.

01:58:39 Ellen Birrell SaveNotPave.org: Racing of motorcycles and vehicles during wee hours 2, 3 and 4AM up Wasatch Blvd into LCC is very disturbing.

01:59:00 Cottonwoods Express - David Stein: The Cottonwoods Express could handle 30,000 people per hour with Tesla Model X vehicles which have bioweapon defense mode. They saved lives in other wildfires. Underground is unaffected by wildfires.

01:59:23 Harris Sondak CWC (Alta): My residents and visitors care a lot about emergency egress.

01:59:26 Kerry Doane - UTA Planning: How about "Considers emergency egress"?

01:59:37 patrick shea: For both snow and fire emergencies one possible solution is to construct shelters to be occupied in the event of an emergency.

01:59:44 Aaron London (WBA): 👍

01:59:45 Dave Fields - Snowbird: I think the "congestion" comments don't take into account the fact that areas like resorts have the ability to accommodate large numbers of people with restrooms, restaurants, etc. Isn't it better to put people in these facilities and not make a general statement about congestion in these locations?

02:00:36 Andy Beerman - CWC - Park City: Preserve quality of user experience and feeling of natural setting.

02:00:38 Cottonwoods Express - David Stein: The Cottonwoods Express will be able to deliver firefighters to different areas including possibly beyond a current fire

02:01:00 Aaron Dekeyzer: As we discuss congestion I think it would be appropriate to incorporate an element of canyon capacity

02:01:23 Barbara Cameron-BCCA: Mark-those loud motorcycles have illegal mufflers. The only way we can get relief is enforcement of the mufflers laws that are already on the books. This could only be done at the State Emissions Inspection. Motorcycles would have to be required to have Emissions Inspections again.

02:01:30 David Carroll: Egress can also be Fisk mitigations to the existing road corridor. This objective so far looks too much like a Trojan horse for canyon to canyon over the surface (tram) connections.

02:01:47 Cottonwoods Express - David Stein: The Cottonwoods Express stations would also be about the size of an ATM kiosk and be able to be fireproof and aesthetic.

02:01:52 Carolyn Keigley, Brighton town council: how long is the break

02:02:25 Barbara Cameron-BCCA: Could CWC support a legal muffler inspection at the State Legislature this year?

13:37:08 From Aaron London : I see all participants for chat

13:38:03 From Lindsey Nielsen : super

13:38:56 From David Stein : That's better!

13:39:40 From Josh Brage | Zoom to Lindsey Nielsen(Privately) : GREAT job handling all of that.

13:40:52 From Lindsey Nielsen to Josh Brage | Zoom(Privately) : imagine a thumbs up emoji here

13:47:30 From Nate Furman : Thank you Blake!

13:47:31 From Carolyn Keigley : Can you also publish the chat comments?

13:47:59 From Carl Fisher, Save Our Canyons : Folks might need to rename themselves to include org/entity

13:49:44 From Lindsey Nielsen to Josh Brage | Zoom(Privately) : See the summit agenda here: https://cwc.utah.gov/wp-content/uploads/2015/12/CWC_Summit_Agenda_11.20-_v2.pdf

13:51:10 From P Shea Future Generations : I want to express something. Pat

13:51:42 From Ralph Becker, CWC : Please go ahead, Pat.

13:56:54 From Lindsey Nielsen : See the MTS Draft Alternatives Report here: https://mcusercontent.com/d039de63a7bcadab6bef83ace/files/9800a2a8-3320-488a-b11e-73c26018966a/CWC_MTS_Draft_Alternatives_Report_Updated_9.18.20.pdf

13:57:15 From Lindsey Nielsen : See the MTS Summit agenda here: https://cwc.utah.gov/wp-content/uploads/2015/12/CWC_Summit_Agenda_11.20-_v2.pdf

14:05:47 From Grant Amann : I think they might be talking about not wanting to pave over native land.

14:05:48 From Ellen Birrell : 3600 stalls at BCC Induces car demand to foothill corridor. Reduce this by utilizing regional parking east/west along Ft Union, 9400 South and other arteries and run small, frequent, free transit based on recreation demand times (i.e. Fri, Sat, Sun) year round.

14:06:01 From Cttnwds Exprs - David Stein : The Cottonwoods Express would be usable 24/7 year-round with on-demand service. It would be so superior to driving on the surface that hardly anyone will choose to drive.

14:06:20 From Ellen Birrell : Getting cars out of canyons is good, but moving those cars to the foothills is also bad.

14:06:40 From P Shea Future Generations to Lindsey Nielsen(Privately) : Lindsey, I don't see any blue hand to raise. Where would I find it?

14:06:43 From Cttnwds Exprs - David Stein : Don't we want to disincentivize driving personal vehicles up the canyons?

14:07:17 From Cttnwds Exprs - David Stein : To do that, we really need our MTS to be so superior to driving that people choose to use the MTS instead of driving.

14:08:37 From Cttnwds Exprs - David Stein : The Cottonwoods Express proposal includes using 25 different existing parking areas distributed around the service area. To reduce congestion you have to distribute the access points and have many of them. If you have the same number of access points as current, you just change where the congestion is.

14:09:25 From Cttnwds Exprs - David Stein :
<https://www.dropbox.com/s/1kfsbonyy4dqr04/Cottonwoods%20Express%20proposal%20V3.2.pdf?dl=0>

14:17:44 From Grant Amann : Along with equipment***

14:24:28 From Cttnwds Exprs - David Stein : The Cottonwoods Express would have exits at all trailheads and bike and ski/snowboard racks.

14:24:54 From Lindsey Nielsen : If anyone needs help, call me directly at 801-706-1004

14:25:58 From Carl Fisher, Save Our Canyons : I think it is about 9000 total

14:27:05 From Kim Mayhew- Solitude : For Solitude: Parking spot number vary with snow removal schedules but Solitude has 2 lots with an average daily capacity of about 1500 spots

14:27:24 From Barbara Cameron-Big Cottonwood Community Council : In BCC there are approximately 2,300 roadside parking places.

14:31:10 From Carl Fisher, Save Our Canyons : A graphic on existing parking from the study Blake referred to

14:32:11 From Grant Amann : Great image, very informative.

14:32:59 From Barbara Cameron-Big Cottonwood Community Council : You're the BEST Blake!

14:34:55 From Barbara Cameron-Big Cottonwood Community Council : It's true!

14:35:31 From John Knoblock : More dispersed parking with shuttle buses is good.

14:36:31 From Cttnwds Exprs - David Stein : So 10,300 spaces near the base, up the canyons, and at the ski resorts. 3,600 seems a bit low. Use existing dispersed parking lots. We don't need to pave paradise, put up a parking lot.

14:37:33 From Carl Fisher, Save Our Canyons : I guess we'd like the idea of spreading out parking lots around the valley, rather than a big one or two at the mouth. It seems like this may just shift the problem that's being held IN the canyons further onto I-15

14:37:58 From Carl Fisher, Save Our Canyons : *I-215

14:39:00 From Carolyn Keigley, Brighton town council : Will these costs and additions of pavement, etc be outdated 30 years from now. If so, doesn't it make sense to think much more into the future and what is sustainable like a future reservation system?

Will these costs and additions of pavement, etc be outdated 30 years from now. If so, doesn't it make sense to think much more into the future and what is sustainable like a future reservation system?

14:39:04 From Ellen Birrell : The idea is it would lower VMT. Our goal for better air quality is to lower Vehicle Miles Travelled.

14:39:39 From Cttnwds Exprs - David Stein : The Cottonwoods Express proposal utilizes 25 existing parking lots distributed geographically around the Salt Lake valley. Also tied into UTA transit spots (bus and train stations).

14:40:25 From Cttnwds Exprs - David Stein : With free or discount EV charging at all valley stations. We really need to improve our air quality.

14:40:49 From Cttnwds Exprs - David Stein : Solar powered EV charging, btw.

14:41:23 From Ellen Birrell : Air quality is better when air is filtered through greenery and on the other hand, clearing vegetation and replacing it with asphalt raises summer temperatures, increases CO2, pollutes air. Reduces and disincentivize private car use through fewer parking spaces and for which drivers pay dearly if used.

14:42:51 From Cttnwds Exprs - David Stein : Best is to make it so that using mass transit is so superior to driving that few choose to drive. And free.

14:43:07 From Aaron Dekeyzer : The comments that mention a shift are correct, and are a huge part of the problem that a regional transportation plan needs to address. In other words, large hubs do not function to disincentivize automobile use, instead they shift that use, and thus create congestion. I like the thoughts on distributing parking as part of a greater network, and identifying sites that can be repurposed

14:43:13 From Steve Van Maren-Sandy Resident : We can all save the chat.

14:43:34 From Steve Van Maren-Sandy Resident : Suggest the poll include "Dispersed minor hubs"

14:43:36 From Cttnwds Exprs - David Stein : At the bottom of the chat window there is a ... which has Save Chat as an option. Do it just before the meeting ends.

14:44:16 From Cttnwds Exprs - David Stein : Large Hubs get congested themselves.

14:44:34 From Cttnwds Exprs - David Stein : Exactly Carl!

14:44:45 From Lindsey Nielsen : Yep! We intend to save all of this conversation in the chat bar. Thanks, all.

14:45:40 From Cttnwds Exprs - David Stein : The Cottonwoods Express, once extended to The U and SLC airport will also have that utility year-round 24/7.

14:46:18 From Cttnwds Exprs - David Stein : Especially with the Tesla Network ride-sharing system tied into the Cottonwoods Express stations network.

14:47:51 From Cttnwds Exprs - David Stein : To support regular transit needs, not just the canyons.

14:48:21 From Mike Christensen, Utah Rail Passengers Association : Can't submit unless you answer all the questions!

14:49:33 From Josh Brage | Zoom to Lindsey Nielsen(Privately) : You can edit polls on the fly. Do you need help? Also your mic is on

14:50:54 From Cttnwds Exprs - David Stein : The Cottonwoods Express would remove much of the Wasatch Blvd traffic heading to BCC and LCC. The people movement would be invisible with no surface congestion.

14:52:11 From KIRK NICHOLS : 1a Most people should arrive at the canyons in their final mode of transportation for going up the canyon. Few stops at the mouth of the canyons. Create dispersed, smaller hubs through out the valley.

14:52:49 From Christopher Robinson, CWC Chair : I am glad that Wasatch Blvd has been elevated into the discussion with these goals. Thanks!

14:53:06 From Ellen Birrell : THIS is FOR CARLTON C: Lack of a north/south commuter service for folks who live in southeastern quadrant has never been viably addressed. UTA needs to be financially supported to provide true Express Bus service to improve ridership. Too many stops and transfers for north/south commuters to Res Park/U of U. BRT, Express Buses and/or Light Rail that uses existing thoroughfares such as Highland Drive & I-215 up Foothill Drive is necessary. Without this included, CWC's regional suggestions will not be as impactful and positive.

14:53:10 From Ralph Becker, CWC : While CWC says it will support Cottonwood Heights, this is a UDOT road.

14:53:37 From Steve Van Maren-Sandy Resident : 1a - Agree with Kirk Nichols

14:54:05 From Ralph Becker, CWC : And, UDOT has received an appropriation to acquire land and build a parking lot adjacent to the road.

14:55:30 From Robert Douglass : Given that Cottonwood Heights raised the zoning of parcels N. of LLC North leading to Wasatch by 20 to 60-fold, it is clear we should not blindly defer to Cottonwood Heights decision making regarding the Wasatch corridor. Wasatch Blvd. is UDOT's purview and changes are paid for by the tax payers of the State, not Cottonwood Hts. Are they not?

14:55:50 From John Knoblock : Sorry but I don't agree with that Kirk.

15:03:23 From Julianna Christie : Comments on Regional Transit Hubs...

15:03:33 From Carolyn Keigley, Brighton town council : Question 1 Will these costs and additions of pavement, etc be outdated 30 years from now. If so, doesn't it make sense to think much more into the future and what is sustainable like a future reservation system in the canyons?

15:03:38 From Cttnwds Exprs - David Stein : Oppose since it would just relocate the congestion instead of solving it.

15:04:11 From Ned Hacker-WFRC : ,

15:04:11 From Bob Pruitt : Regional transit hub should co-locate with high density commercial/housing and parking lots

15:04:34 From Cttnwds Exprs - David Stein : To be sustainable our MTS must be totally powered by renewable energy.

15:05:04 From Caroline Rodriguez, Summit County : Favor in concept with a lot more refinement and robust transit connection and echo hat @bob Pruitt said. Also should be designed to accommodate and complement Cottonwood Heights masterplan for Wasatch Blvd.

15:05:06 From Carolyn Keigley, Brighton town council to Lindsey Nielsen(Privately) : I think I voted twice, if so delete one

15:05:07 From P Shea Future Generations : #1 Dispersed parking so we avoid a traffic jam on Wasatch Blvd.

15:05:43 From Cttnwds Exprs - David Stein : The Gravel Pit hub would congest the entrance to BCC.

15:06:01 From Ellen Birrell : When I “favor” regional transit hubs, I also want “dispersed hubs, too”

15:06:14 From Michael Maughan : #1 Recommend more than 2 hubs and more balance between the hubs

15:06:21 From P Shea Future Generations : Second question - depends on the location of the various regional parking areas

15:06:33 From bart reuling : more dispersed parking will reduce congestion on Wasatch blvd

15:07:11 From Ned Hacker-WFRC : One project objective is to reduce congestion on Wasatch Blvd and a transit hub in the gravel pit would NOT help promote this objective.

15:07:20 From Mike Marker-LCC res : Hubs work best when they are located next to major vehicle modes, avoid standard surface streets as much can be done

15:08:21 From Caroline Rodriguez, Summit County : B, sorry if I misunderstood but I would be in favor of regional hubs in general. Im not wed to the gravel pit. I should've clarified.

15:08:28 From Lisa Bagley : So what I am hearing is: Ellen does not like the idea of a hub a “Gravel Pit” - Cottonwood Heights would like to do Mix Use Development/parntered with UDOT- and Laura is concerned with Green/Environmental impact on the new water treatment plant. The “Gravel Pit” is currently not green. Could a planned, mix-use, green hub be planned with Laura/slc input with Cottonwood Heights & UDOT?

15:08:37 From Megan Anderson : I think the first poll should be done again with only residents answering.

15:09:02 From Ralph Becker, CWC : Megan, do you mean residents of CH?

15:09:26 From Megan Anderson : The people who are not on the planning committee.

15:09:27 From John Knoblock : too slow to vote with my question My input is spend those big bucks on more dispersed parking locations with frequent shuttle vans to catch ski bus or gondola et al

15:10:02 From Steve Van Maren-Sandy Resident : Clarifying Question: would there be a new Frontrunner station?

15:10:03 From Aaron Dekeyzer : Frequent shuttle vans could also be electrified more easily, which speaks to David's previous point

15:10:03 From Megan Anderson : There was confusion as to who should answer. I am in agreement that those people planning should not answer.

15:10:35 From Cttnwds Exprs - David Stein : The Cottonwoods Express will connect to existing UTA bus and train stations.

15:11:27 From Cttnwds Exprs - David Stein : Page 3 of the proposal shows the proposed station locations.

15:11:38 From Cttnwds Exprs - David Stein : 25 different locations.

15:12:01 From Steve Van Maren-Sandy Resident : Suggestion: Transfer at Murray Central from Frontrunner to TRAX, and use Sandy Historic station on TRAX.

15:12:44 From Caroline Rodriguez, Summit County : yes

15:12:46 From Caroline Rodriguez, Summit County : Summit County

15:13:05 From Caroline Rodriguez, Summit County : fully electric express bus on Sr-224 that will be converted to BRT via dedicated running lanes

15:13:20 From Caroline Rodriguez, Summit County : with electric you would have to install that charging capacity as well

15:13:21 From Cttnwds Exprs - David Stein : The Cottonwoods Express is all solar-powered EV based.

15:14:14 From Cttnwds Exprs - David Stein : All the Tesla EVs have regenerative braking and recover a significant proportion of the energy spent ascending when they later descend.

15:14:24 From John Knoblock : Maybe fuel cell buses are an option for BRT

15:14:56 From Cttnwds Exprs - David Stein : The Tesla EVs have a capacity of five people. Individual families only. Single riders even supported.

15:15:16 From Cttnwds Exprs - David Stein : Tesla Model X an Model Y with 5-person seating.

15:15:59 From Grant Amann : also con: people prefer comforts of cars- its hard hard to convert people out of those comforts.

15:16:24 From Cttnwds Exprs - David Stein : With ski racks during ski season and bike racks the rest of the year. A mix on "shoulder" seasons.

15:17:03 From Cttnwds Exprs - David Stein : The Cottonwoods Express will also be a world-class system that will be the best on the planet for an MTS.

15:17:12 From Grant Amann : agreed -- are there any talks of working with bus manufacturers?

15:18:46 From Friends of Alta - Kyle Maynard : Preliminary test in LCC for electric bus: from leaving its depot going up LCC and coming down, the battery only dropped from 90% to 65%. 7% battery charge was regained on the way down the canyon. The quick charging infrastructure already being used in downtown could recharge the buses in a matter of minutes

15:19:33 From KIRK NICHOLS : Kyle, was the test bus loaded to capacity or empty?

15:20:18 From Caroline Rodriguez, Summit County : @Kyle Maynard. Similar experience in Park City. Cold was more of an issue than incline. We tested runs up to the Montage at the top of DV.

15:20:25 From Caroline Rodriguez, Summit County : And we were loaded

15:21:10 From Cttnwds Exprs - David Stein : One big advantage of the Cottonwoods Express being in tunnels is that temperature year-round is in the 50's and totally unaffected by snow.

15:22:23 From Mike Marker-LCC res : A high capacity transit to move visitors up 9400 to transfer to 2nd transit hub seems inconvenient at best, worst if you a schlepping ski gear

15:22:40 From Laura Briefer : Can high capacity transit still be financially feasible if we have to manage recreational overuse issues?

15:23:14 From Carolyn Keigley, Brighton town council : I agree with Laura Briefer

15:23:14 From Cttnwds Exprs - David Stein : Lauren, could you elaborate on "recreational overuse issues"?

15:24:12 From Laura Briefer : Too much recreational use exceeding the capacity to manage the environmental and watershed impacts. The risk of loving the Wasatch to death.

15:24:13 From Cttnwds Exprs - David Stein : Buses use the same congested roads. They are fine for a stopgap measure, but not a permanent solution.

15:25:31 From Carl Fisher, Save Our Canyons : I think a con could be that some of these things may force a mode shift or transfer... which as we understand are a huge disincentive to transit use

15:26:44 From William McCarvill : I agree with Laura at wat point how do we stop pumping more people up into the mountains.

15:27:00 From Carl Fisher, Save Our Canyons : Thanks Kerry... that helped clarify the termini questions. It wasn't clear

15:27:00 From Ralph Becker, CWC : Good points on visitor use increases from transportation improvements. Note that our objectives and attributes for the MTS address this point as a priority consideration.

15:27:02 From michael allegra : A high capacity E-W transit line in the SE Quadrant is consistent with UTA's long range vision and adds to their network

15:27:24 From Cttnwds Exprs - David Stein : If the Cottonwoods Express covers LCC, BCC, and the Wasatch Back, it could be used with real-time data to encourage and enable dispersal of pressures across a much larger area. It could even have displays showing how many people have been delivered to each area, so riders could change their minds to go to a less crowded area. It also could tie into ski resorts systems if they limit ticket sales to redirect people seamlessly to other resorts.

15:30:43 From P Shea Future Generations : We need to think in a calculus mind frame with with multiple variable, not in a simple arithmetic. And, as with any calculus formulation the sequence which variables are resolved is extremely important, if not critical.

15:31:05 From Michael Maughan : Agree, that it will be a deterrent to have to change transportation modes

15:32:10 From Aaron Dekeyzer : Will and Laura, I previously asked a canyon capacity question, and Ellen brought it up also. I've expressed this concern to Ralph and believe it is s fundamental question that remains unanswered

15:32:11 From Cttnwds Exprs - David Stein : The Cottonwoods Express has one of it's main routes being under 9400S.

15:32:18 From Ralph Becker, CWC : And, this isn't purely a quantitative calculus. It is qualitative and an art for decision makers.

15:32:31 From Julianna Christie : Comments in response to High Capacity Transit along 9400 s

15:33:20 From Carolyn Keigley, Brighton town council : question 2 From Laura Briefer to Everyone: 03:24 PM

question 2 From Laura Briefer to Everyone: 03:24 PM

Too much recreational use exceeding the capacity to manage the environmental and watershed impacts. The risk of loving the Wasatch to death.

15:33:43 From KIRK NICHOLS : 2. This mode would be best if it continues up the canyon w/o needing to "schlep" skis between modes

15:34:00 From P Shea Future Generations : Question 3 Depends totally on the sequence of where the 9400 rapid transit would occur.

15:34:02 From Steve Van Maren-Sandy Resident : 2: Opposition due to impact on local traffic.

15:34:05 From Lisa Bagley : Is the parking lot, business (Lowe's) on 90th and 1-15 still vacant?

15:34:08 From Cttnwds Exprs - David Stein : 9400S if it's not on the surface causing more congestion.

15:34:54 From Ellen Birrell : Shopko parking lot is vacant and so is Market Fresh parking lot south of 9400 S.

15:35:08 From Carl Fisher, Save Our Canyons : Man, If I learned anything in 2020 it is not to trust polls!

15:35:18 From David Carroll (WBA) : 2. Second Kirk's observation.

15:35:24 From Laura Hanson, UTA : @Carl LOL

15:35:30 From Aaron London (WBA) : 😂

15:37:30 From Cttnwds Exprs - David Stein : The Cottonwoods Express southern route goes out 9400S to State St. then down to W11400S out to Herriman HS.

15:37:46 From Steve Van Maren-Sandy Resident : Is this with or without canyon tolling?

15:38:01 From Blake Perez CWC : tolling will be discussed shortly

15:38:11 From Ralph Becker, CWC : Keep following options as we look at different segments of the geography. When we get to the end, we'll want to evaluate the modes comprehensively.

15:38:12 From Laura Briefer : In my mind the benefits of the different transit options also depend on whether there will be limitations or restrictions imposed on cars. Just a general comment.

15:39:11 From Cttnwds Exprs - David Stein : Articulated buses have no real provision for gear bags and skis and snowboards. Those will reduce capacity.

15:40:13 From Aaron London (WBA) : Last season the ski racks were removed from the ski busses to accommodate increased ridership, yes?

15:40:20 From John Knoblock : My continued concern with buses up the canyon is that they are stuck in the same traffic and accidents closing the LCC road. Separate bus express lane is not likely to work when the road is snow covered.

15:42:13 From Caroline Rodriguez, Summit County : I need to switch devices so I might miss the poll, but I am not in favor of this option because it works against the psychology of transit riders. In every study, every survey, every anything ever conducted, the #1 demand riders make is "more frequent service." Peak service only works in certain circumstances and the diverse use and demand for the Canyons is not one of those circumstances.

15:42:41 From Grant Amann : Well Spoken Michael Maughan!!!

15:42:57 From Lorin Simpson-UTA : Chains and seating arrangement are the primary differences in current ski vs valley bus system. Ski buses are currently 35 foot, valley buses are 40 foot. Some adjustments in tight turns at parking lots in the canyons would be needed to use 40 foot buses easily.

15:43:18 From Lorin Simpson-UTA : transmission and engine are similar

15:44:00 From William McCarvill : So transit hubs will not be needed

15:44:05 From Aaron Dekeyzer : Smaller shuttle service would solve so many of these problems... UTA - what do you know about the future of running more smaller shuttles?

15:44:37 From Ralph Becker, CWC : We will be getting to another element on improving SL Valley transit.

15:45:02 From P Shea Future Generations : Mike,

15:45:33 From Mike Marker-LCC res : At what point in time does the need to protect other interests over take personal transportation preference

15:46:14 From P Shea Future Generations : If there are alternatives which cost more money like a tolling booth that would encourage bus riding.

15:46:18 From Laura Briefer : Good question Mike Marker.

15:46:20 From Cttnwds Exprs - David Stein : I agree Caroline, a big feature of the Cottonwoods Express is a capacity of thousands of people per hour and totally on-demand. Rapid transit as well. I15/4500S to Alta in < 9 minutes.

15:46:36 From Carl Fisher, Save Our Canyons : You're right its not a hate of buses... rather disdain for how minimal the existing system is!

15:46:40 From Grant Amann : Ski resorts could also have better dedicated bus drop off locations where putting on equipment is easy

15:46:40 From Bert Granberg (WFRC) : Blake, ...I would suggest this wording for the first additional question: "What are the barriers to running canyon-compatible express buses from more hubs, further from the mouth of the canyon?"

15:46:42 From KIRK NICHOLS : Mike Maughan, what skiers want now (their own cars) is not working., hence the congestion. Anything we change will require a mind shift away from cars.

15:47:07 From Kerry Doane : @Aaron - thanks for the question. Smaller shuttles would actually be more expensive because we'd have to run more buses to carry the same number of people which would take more operators (drivers) and labor is our biggest expense,

15:47:13 From Laura Hanson, UTA : @aaron the biggest cost of transit service is the labor. We still have a pay a driver the same whether they are driving a big bus or a smaller vehicle. Smaller vehicles work well we need to move smaller numbers of people, or we are trying to service a large number of destinations. It doesn't really save us any money, but smaller vehicles can navigate tighter streets a little better where that is a concern.

15:47:59 From Grant Amann : is it possible to encourage ski resorts to pay some of that "more expensive" cost of smaller shuttles?

15:48:01 From Cttnwds Exprs - David Stein : The MTS should be so compellingly better than driving that nobody wants to drive. The Cottonwoods Express will use only autonomous EVs so minimal labor costs (no drivers to pay).

15:48:43 From Julianna Christie : Comments for year-round bus services..

15:49:19 From P Shea Future Generations : Question 4 Costs vs. functionality.

15:49:25 From Cttnwds Exprs - David Stein : Buses are not long-range sustainable as they are fossil fuel powered.

15:49:44 From Cttnwds Exprs - David Stein : They also have high O&M costs.

15:50:01 From Aaron Dekeyzer : Thanks Laura & Kerry, from what I've learned about technology it seems that self-driving is not too far out, but even if not, it would be good to see a comprehensive life-cycle cost analysis of these options

15:50:34 From Lorin Simpson-UTA : Thanks Mike for the question about brakes on ski buses. Yes, ski buses have an additional brake system (Jake Break) for ski buses as opposed to regular buses.

15:50:36 From Mike Marker-LCC res : Grant - Snowbird does utilize a lot of UTA shared vans for employees. It is we'll supported.

15:50:51 From Cttnwds Exprs - David Stein : Tesla Full Self Driving beta is going well and improving daily. By the time the Cottonwoods Express could be built it would definitely be reality.

15:51:03 From Laura Hanson, UTA : The trade-off in extending transit to different areas within the valley is transit frequency vs. coverage. the larger the area you cover, the less frequent the service will be. Spread the resources out and you spread it thin.

15:51:49 From bart reuling : I agree that bus service in the valley is the good alternative at this point, i hope it provides for flexibility if transportation modes change in the future

15:52:09 From Carl Fisher, Save Our Canyons : I think the preference is for these buses to be electric, hence cleaner, quieter, an not fossil fuel dependent.

15:52:52 From Lisa Bagley : This is a comment/info for my friend, Barbara to her question about fire mitigation. Senator Romney announced on Oct. 15th from Neff'f Canyon trailhead his intention to introduce new Federal Legislation fo a new Federal "Wildfire Commision" to address catastrophic fires before they start. Governor elect cox and Mayor Silvestrini were there as well. I hope the "Wildfire Commission" will bring all the stakeholders together for better forest fire mitigation in Millcreek, BCC, LCC Canyons.

15:53:02 From William McCarvill : If a train can be electric so can a bus

15:53:59 From Carolyn Keigley, Brighton town council to Lindsey Nielsen(Privately) : bus question - I would like buses only with reservation system with the last survey question

15:54:48 From Cttnwds Exprs - David Stein : UTA looked into EV buses and the technology isn't there quite yet. They are still subject to the same red snake and avalanche/accident closure issues.

15:54:49 From Robert Douglass : Electric buses are fossil dependent, especially in Utah. It moves the pollution elsewhere in the Valley or State, which may be acceptable, maybe not. Since Utah uses a great deal of coal for electrical generation, electric buses could well generate more greenhouse emissions than hybrid diesels, for example, per NYT's analysis.

15:55:05 From Chris McCandless - CW Management Corp : Do you have the estimated drive times from each of these routes to the mobility hubs at the mouth's of BCC and LCC?

15:55:20 From Chris McCandless - CW Management Corp : travel times, not drive times.

15:55:23 From Barbara Cameron-Big Cottonwood Community Council : Thanks, Lisa. Wildfire Prevention is getting more attention. It's a good thing in these mature canyons.

15:56:08 From Annalee Munsey, Metropolitan Water District : Why is "convenient" considered a con?

15:56:25 From Ralph Becker, CWC : Good points on electric buses -- they are being used and improvements occurring. Please note the comments from UTA about how transit works with size of vehicles (cost efficiency), multiple stops, and issue of coverage v. frequency.

15:56:40 From Cttnwds Exprs - David Stein : I agree Robert. Coal is also not sustainable and being thermal uses huge quantities of water in our arid state. You don't get steam to power turbines without water. The Cottonwoods Express will be totally solar powered with excess generation being sold to displace fossil generation. Rocky Mountain Power has stated they want to add no more fossil capacity.

15:56:46 From Ralph Becker, CWC : "Less convenient"

15:58:22 From John Knoblock : Are we discussing just enhancing the valley buses? vs up the canyon

15:58:57 From Ralph Becker, CWC : We're focused in this segment on the Valley improvements to support Canyons travel.

15:59:59 From Cttnwds Exprs - David Stein : Cottonwoods Express travel time from I15/4500S to Alta is less than 10 minutes. Consistently. Non-stop since the tunnels are like Interstate highways. Main traffic doesn't stop when a vehicle takes an exit. Since all autonomous, no "compressions" due to slow drivers.

16:00:03 From William McCarvill : So are we not willing to put up with the time for bus traffic but will put up with the jam at the mouth of the canyons?

16:00:59 From Mike Marker-LCC res : Will — good observation

16:02:06 From Cttnwds Exprs - David Stein : The Cottonwoods Express current proposal is ~15 stops in LCC. All trailheads and several at both Snowbird and Alta.

16:02:34 From Ralph Becker, CWC : Not sure the point here, Will. I think we were trying to focus on Canyons mouths with prior elements of the SL Valley consideration. We have received a lot of suggestions that Valley transit support is important so we're exploring that as part of the MTS>

16:02:34 From Mike Marker-LCC res : Why not have some express routes from several distant starting points?

16:02:49 From Blake Perez CWC : Mike we just discussed that

16:03:18 From Carl Fisher, Save Our Canyons : Yeah, Mike that was the last one

16:06:11 From P Shea Future Generations : For future Zoom conferences, like this Summit, it would be more efficient if the questions were sent out before the meeting, so the questions with their answers could provide more focused discussion. And, at the end another set of questions would be asked to see if there were conversions or changes of mind.

16:06:38 From Julianna Christie, 2nd monitor : Comments re: enhanced curent transit...

16:06:56 From Rachel Ridge : In favor - allows for more versatility and access to a wider audience, especially during a future Winter Olympics

16:07:49 From Carolyn Keigley, Brighton town council : Salt Lake valley comments - Yes if some express routes from several distant starting points are put into place

16:08:23 From Jenny Wilson : I suggest we keep moving until 5pm w/ no break. I and several from county staff have a hard stop at 5.

16:08:28 From Steve Van Maren-Sandy Resident : 1e: In favor: more frequent service is always beneficial; not so sure it will benefit skiers that much.

16:09:25 From Carl Fisher, Save Our Canyons : Does status quo mean we are freezing population growth too?

16:09:50 From Megan Anderson : I would vote for the no action option for the simple reason that I feel this process is being rushed and that the main focus is on transportation not preservation.

16:10:52 From Julianna Christie, 2nd monitor : No action (SLValley connections)...

16:10:54 From Carolyn Keigley, Brighton town council : No Action status quo - comment - We need to put more emphasis on avoiding over use of our recreational areas- such as a reservation system.

16:11:40 From Ralph Becker, CWC : Points on over use well taken.

16:11:41 From Laura Briefer : I agree Carolyn.

16:12:07 From Ned Hacker-WFRC : Haven't we spent the past 30 years taking NO ACTION?

16:12:26 From Cttnwds Exprs - David Stein to Lindsey Nielsen(Privately) : Hi Lindsey, when you unshared my screen it disabled my video participation.

16:12:44 From Carl Fisher, Save Our Canyons : I think our action has been avoidance, discord and heads in the sand.

16:12:54 From MARK WALTON : "A Bio Break" - very diplomatic. :D

16:14:29 From Lindsey Nielsen to Cttnwds Exprs - David Stein(Privately) : David, I wasn't the one who unshared your screen, but I can see what I can do to allow your video

16:14:59 From Chris McCandless - CW Management Corp : If covid has shown us anything, its a glimpse of what's coming as it relates to population increase. No action will result in the total

destruction of our quality of life's enjoyment of precious natural resources and our present inability to make decisions to protect what's important to all citizens, stakeholders and future residents of our area.

16:15:22 From Aaron London (WBA) : musical interlude

16:15:40 From Barbara Cameron-Big Cottonwood Community Council : More John!!

16:16:32 From Ralph Becker, CWC : Hopefully at the end of this MTS effort we will have enough direction to move forward with meaningful improvements. For 30 years, action has been limited while the problems have worsened.

16:17:35 From Ralph Becker, CWC : A glimpse of the future? (and now w/ COVID) The Forest Service and UDOT numbers are that this summer BCC use increased by 250% year to year (from 2019) on a peak day.

16:18:04 From Laura Briefer : Thanks John Knoblock.

16:18:14 From Caroline Rodriguez : new poll option: live blue grass on all transit

16:18:20 From Caroline Rodriguez : i vote yes

16:18:37 From Aaron London (WBA) : partnership with KRCL's Bluegrass Express 😊

16:19:03 From Ed Marshall : Lindsey, would you please promote me for the Millcreek Canyon portion of the meeting

16:24:44 From Carolyn Keigley, Brighton town council : Costs should be to the Wasatch Back since they will receive the benefits. Am I right or not?

16:25:08 From Blake Perez CWC : Wouldn't it work both ways Carolyn?

16:25:17 From Caroline Rodriguez : Riders go both ways

16:25:35 From Carolyn Keigley, Brighton town council : Thank you for that clarification

16:25:39 From Carl Fisher, Save Our Canyons : I think there are benefits to everyone particularly if you had an Cottonwood interchange around the mouth of parleys

16:25:50 From Julianna Christie, 2nd monitor : Comments here post poll on: Wasatch front/back/I-80: improve frequency of SLC - PC Connect...

16:26:37 From Steve Van Maren-Sandy Resident : These are hard to analyze with out comparative costs.

16:26:38 From Carl Fisher, Save Our Canyons : IT would be nice to have a transfer point around Wasatch foothill for cottonwood visitors

16:26:50 From Cttnwds Exprs - David Stein : Of course I'm in favor of the Cottonwoods Express delivering people to Park City in an estimated 16 minutes from SLC and tying into UTA mass transit or Tesla Network vehicles in the PC area.

16:27:03 From P Shea Future Generations : Capital and operational costs and who pays.

16:27:18 From William McCarvill : Would buses pick up and drop people at hotels?

16:28:33 From William McCarvill : The busses from Vancouver to Whistler Blackcomb do that

16:28:49 From Carl Fisher, Save Our Canyons : Way to get er done PC/Summit!

16:28:50 From John Knoblock : Yes, easy to say 'yes' but it always comes down to funding.

16:30:37 From Carl Fisher, Save Our Canyons : Blake, similar comments to before.. is this non stop or will a cottonwood transfer be part of it

16:31:04 From Andy Beerman -- CWC -- Park City : Regarding the question: who pays for it. The current program is a partnership between UTA, Summit County, and Park City. Riders pay a fee and SC & PC subsidize.

16:31:14 From P Shea Future Generations : Present private system excludes most low to middle income people.

16:31:27 From Carl Fisher, Save Our Canyons : Sounds like a con might be a law change.

16:32:19 From Carl Fisher, Save Our Canyons : Or I guess it could be a pro!

16:32:27 From Caroline Rodriguez : i

16:32:41 From Cttnwds Exprs - David Stein : Especially for resort employee use.

16:32:56 From Caroline Rodriguez : I would question that low income persons are riding from the airport

16:32:56 From Laura Briefer : Pat Shea - thank you for raising the equity issue. Important for our residents.

16:32:58 From Cttnwds Exprs - David Stein : Extra cost is a real negative for them.

16:33:59 From P Shea Future Generations : Who or what is dong the current aerial system study?

16:34:21 From Christopher Robinson, CWC Chair : What is meant by Aerial System?

16:35:00 From P Shea Future Generations : Is it being paid for by Park City, or a private party?

16:35:01 From UTA-Carlton Christensen : I think Summit County has also approve the fifth/fifth transit tax, which I am guessing is helping them.

16:35:53 From Christopher Robinson, CWC Chair : Yes, Summit County has approved the 4th and 5th quarters!

16:36:16 From Andy Beerman -- CWC -- Park City : Pat, Any Aerial system would likely be a public-private partnership.

16:36:24 From Carl Fisher, Save Our Canyons : BRAVO!

16:36:41 From P Shea Future Generations : Are the private parties identified now.

16:39:16 From John Knoblock : Thanks to Mayor Wilson on getting the funding for the widened Millcreek Cyn shoulder that was done a couple of years ago!!!

16:39:23 From Andy Beerman -- CWC -- Park City : Pat, It's very conceptual, but there is interest by Both resorts--DV and PC--are planning new base developments and have any interest in aerial connections. It's still very conceptual.

16:39:46 From Carolyn Keigley, Brighton town council : Millcreek is a good example of what we should do for our other canyons for summer usage.

16:41:47 From Carl Fisher, Save Our Canyons : Clarification: policy changes would be needed to have transit/shuttle service to trailheads, as I understand so that should be captured

16:41:48 From Laura Briefer : Would a shuttle help with pedestrian/bicycle safety?

16:42:05 From Josh Brage | Zoom to Lindsey Nielsen(Privately) : While I'm still here, any further Zoom questions for tomorrow?

16:42:25 From Carl Fisher, Save Our Canyons : This relates to visitor management/capacity issues.

16:42:40 From P Shea Future Generations : Mayor Beerman, Thank you for your answer on the private parties. Pat

16:42:46 From John Knoblock : If I'm not mistaken, the FLAP grant \$ won't be available for several years if we even get it, and then the USFS has to do a NEPA review and infrastructure improvements before they would allow a shuttle in Millcreek Cyn.

16:44:15 From Jeff Silvestrini : John is correct about FLAP timing and theFS process.

16:44:20 From Ralph Becker, CWC : I think FLAP grant final approval is now scheduled for next Spring (2021). That could lead to improvements preceding shuttle development. (Info from FS yesterday.)

16:44:48 From Carl Fisher, Save Our Canyons : Important distinction between adding capacity vs changing behaviors, Laura. Thanks!

16:45:25 From P Shea Future Generations : Looking at the future, that is, five years out, I think we will have individual programable vehicles which would allow to have less congestion. Let's not base a decision today that doesn't anticipate future technological developments.

16:46:03 From Laura Briefer : Thank you for clarifying intent about incentivizing transit.

16:46:04 From Lisa Bagley : Mill Creek has a fee booth.

16:46:04 From Steve Van Maren-Sandy Resident : Like on the freeways, if traffic (auto) drops too low, the cars tend to speed up, reducing bicycle/pedestrian safety.

- 16:48:42 From Laura Hanson, UTA : Great facilitation Julianna!
- 16:48:53 From Lisa Bagley : Thank you for a productive afternoon! I will not be able to join you tomorrow. My opinion for LCC is gondola!. Having lived in Switzerland, perfect model to follow! Gondola's and Snowsheds!
- 16:48:53 From Dan Knopp mayor brighton : I would add dirtiest option for the environment to no action
- 16:49:38 From Carl Fisher, Save Our Canyons : There's a lot of respect for everyone here. We'll continue to chip away at the agreement and alignment part.
- 16:49:54 From Jeff Silvestrini : 👍👍👍
- 16:49:58 From P Shea Future Generations : Have we asked all of the Commisioners and staff to forgo any future personal involvement in any of of the transporation options.?
- 16:49:59 From Dave Fields - Snowbird : Good point Mayor Dan.
- 16:50:13 From Laura Briefer : This was really great. Thank you CWC and everyone here.