

# Memo

Date: 08/21/2025

To: Lindsey Neilsen, Central Wasatch Commission  
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From: Jon Nepstad, Fehr & Peers  
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**Subject: Mill Creek Shuttle Feasibility Study Goals and Objectives**

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## Introduction

The Mill Creek Canyon Transportation Feasibility Study was published in 2012. This study included several recommendations, including a shuttle program to reduce traffic congestion and parking demand within the canyon. Since the study was completed, there have been several changes to Mill Creek Canyon. In 2013, local jurisdictions along the Wasatch adopted the Mountain Accord, seeking to address the issues affecting the sustainability of the mountains along the Central Wasatch front: transportation, economy, recreation, and environment. The Central Wasatch Commission (CWC) was created in 2017 to implement the goals of the Mountain Accord. Further, a Federal Land Access Program (FLAP) grant was awarded in 2021 to build transportation improvements to upper Mill Creek Canyon, including roadway reconstruction and parking enhancements.

With improvements to transportation infrastructure in the upper canyon scheduled to be completed in 2026, the CWC is conducting an analysis for the feasibility of a shuttle program for Mill Creek Canyon. This memo outlines the goals and objectives of the Mill Creek Canyon Shuttle Feasibility Study.

## Goals and Objectives

### *Goal 1: Revisit existing conditions*

In the 13 years since the Mill Creek Canyon Transportation Feasibility Study was completed, the Salt Lake City Metropolitan Area has seen population growth and an increase in visitation to recreation destinations along the Wasatch Front. Understanding the existing conditions will guide the recommendations throughout the report.

### *Objectives*

- Analyze existing visitation data (Volumes, vehicle occupancy, trail data, etc.).
- Review the FLAP grant construction plans.

## *Goal 2: Satisfy the concerns of the USFS*

Currently, visitors have the option of purchasing a season pass or paying a per-visit fee of five dollars when exiting Mill Creek Canyon. This fee is split between the USFS and Salt Lake County to maintain the canyon and operate a fee booth. It is crucial that the shuttle service does not have a negative impact on recreation fee revenues.

### *Objectives*

- Develop three scenarios to mitigate any possible changes in fee revenue.
- Identify location and requirements for shuttle staging area outside of USFS land.

## *Goal 3: Create a shuttle service plan*

The final goal is to provide service plans that will allow for improved visitor access and reduce congestion in Mill Creek Canyon without negatively impacting current recreation operations.

### *Objectives*

- Conduct interviews with shuttle service providers to understand service possibilities and how to accommodate bikes and dogs.
- Provide two service plan scenarios:
  1. During upper canyon FLAP reconstruction.
  2. During subsequent full canyon operations.